

FINAL

MARTIN LUTHER KING, JR. PLAZA

Final Environmental Impact Report and Environmental Impact Statement

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State Clearinghouse Number 93061050

PREPARED FOR THE
CITY OF OAKLAND

MARCH 1994

BRADY AND ASSOCIATES PLANNERS AND LANDSCAPE ARCHITECTS

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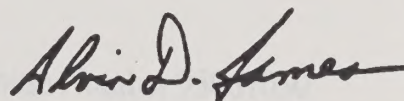
City of Oakland
Oakland, California

FINAL ENVIRONMENTAL IMPACT REPORT FOR:

MARTIN LUTHER KING, JR. PLAZA
(Project Title)
California Environmental Quality Act

CERTIFICATION OF COMPLIANCE WITH THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT

The Director of City Planning finds that the attached Final Environmental Impact Report has been completed in compliance with the California Environmental Quality Act, the Guidelines prescribed by the Secretary for Resources, and the provisions of the City of Oakland's Statement of Objectives, Criteria and Procedures for Implementation of the California Environmental Quality Act.



ALVIN D. JAMES
Director of City Planning

DATE: March 18, 1994

ACCEPTANCE OF FINAL REPORT BY CITY PLANNING COMMISSION

The attached Final Environmental Impact Report was accepted by the Oakland City Planning Commission at its meeting of March 23, 1994.

Maria Banico, Secretary
City Planning Commission

FINAL

MARTIN LUTHER KING, JR. PLAZA

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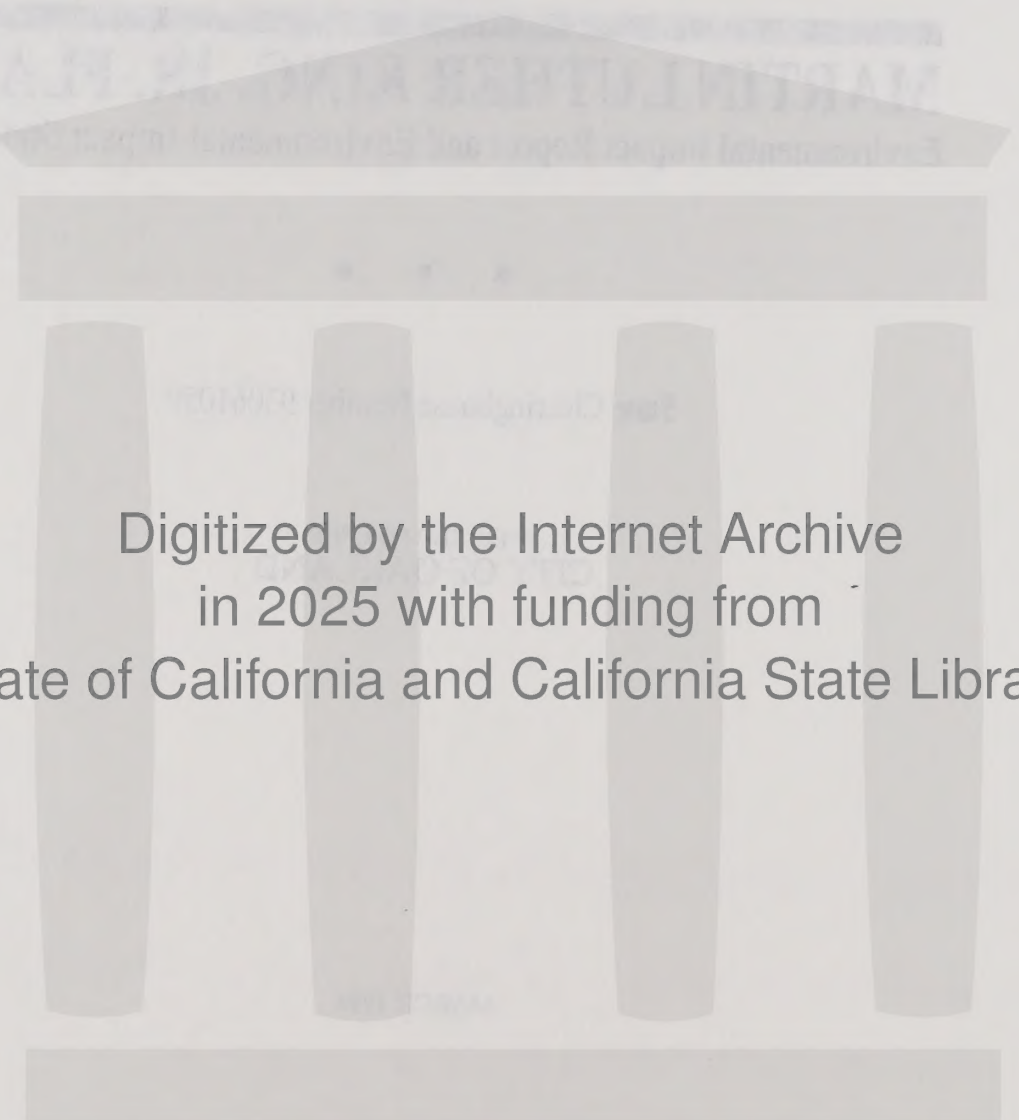
State Clearinghouse Number 93061050

PREPARED FOR THE
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MARCH 1994

SUBMITTED BY
BRADY AND ASSOCIATES
PLANNERS AND LANDSCAPE ARCHITECTS

IN ASSOCIATION WITH
ORION ENVIRONMENTAL ASSOCIATES
DKS ASSOCIATES
CORBETT AND MINOR



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**Martin Luther King, Jr. Plaza
Final EIR/EIS
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Chapter I INTRODUCTION

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A. Purpose of the Final EIR/EIS Addendum

This report has been prepared in the form of an addendum to the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the proposed Martin Luther King, Jr. Plaza. The Draft EIR/EIS identified the likely environmental consequences associated with the project, and recommends mitigation measures to reduce potential significant impacts and minimize less-than-significant impacts.

The Final EIR/EIS Addendum responds to comments on the Draft EIR/EIS and makes revisions to the Draft EIR/EIS as necessary in response to these comments.

This document, together with the Draft EIR/EIS, may be considered a Final EIR/EIS if the Oakland Planning Commission certifies it as complete and adequate under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

B. Contents of This Report

This Final EIR/EIS Addendum consists of the following chapters:

Chapter I. Introduction discusses the use and organization of the Addendum.

Chapter II. Revisions to the Draft EIR/EIS contains corrections based on comments received on the Draft EIR/EIS. Corrections contain revised language that has been added to or deleted from the Draft EIR/EIS. Words in *italics* represent language that has been added to the EIR/EIS. Words with a ~~horizontal line~~ running through them have been deleted from the EIR/EIS.

Chapter III. List of Commentors includes the names of individuals and agencies who commented on the Draft EIR/EIS.

Chapter IV. Comments and Responses contains reproductions of the letters received from the public on the Draft EIR/EIS and responses to written comments. The responses are keyed by letter and number to the comments which precede them. Comments on the merits of the proposed project are also included. No comments were made at the public hearing on the Draft EIR/EIS.

C. Environmental Review Process

The Draft EIR/EIS was distributed to the public and interested public agencies for review and comment from August 6, 1993 to September 27, 1993. The Oakland Planning Commission held a public hearing, beginning on September 1 and continued on September 22, 1993 to receive comments on the Draft EIR/EIS. No comments were made at the hearing. The City received written comments during the public review period. Copies of all written comments are included in Chapter IV of this Final EIR/EIS Addendum. Responses have been prepared for each comment. The responses, corresponding to the numbered comments, follow each letter.

The Final EIR/EIS Addendum, along with the Draft EIR/EIS, will be available for public review at the offices of the Oakland Office of Planning and Building, 421 14th Street, Room 100, Oakland, California 94612. Additional copies can be obtained by calling the Office of Planning and Building at 238-3941. This report will be presented to the Planning Commission and the City Council, which will consider approving the project based on review and consideration of the Final EIR/EIS.

D. Range of Alternatives

This EIR/EIS analyzes a range of alternatives. Any development project which falls within this range of alternatives would be covered by this EIR/EIS, so long as the amount of development does not exceed the amount in any alternative.

A new Mitigated Alternative has been developed for this Final EIR/EIS, which incorporates many of the mitigation measures identified in the other alternatives. It includes medical uses and other non-residential uses at a smaller scale than Alternative 3: Medical Rehabilitation, with a site plan similar to Alternative 2: Maximum Conventional Housing and Retail. The scale of the housing portion is between that of Alternative 2 and Alternative 3. A site plan for the Mitigated Alternative is shown in Figure 12A, in Chapter II of this addendum.

A description of the Mitigated Alternative and how it relates to the other alternatives is shown in Chapter II of this addendum, as changes to page 61 of the Draft EIR/EIS. A comparison of the Mitigated Alternative with the other alternatives has been added as a revision to page 310 of the Draft EIR/EIS. A table of impacts and mitigation measures that would be necessary for the Mitigated Alternative has been added following this comparison.

Chapter II

REVISIONS TO THE DRAFT EIR/EIS

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The following revisions have been made to the Draft EIR/EIS in response to comments from individuals and interested agencies. Words in *italics* represent language that has been added to the EIR/EIS. Words with a ~~horizontal line~~ running through them have been deleted from the EIR/EIS. All changes made in the Draft EIR/EIS, along with the section and page number where each change occurred, are shown below.

Section I.B. Proposed Action

Page 2

After the list of alternatives, the following sentence has been added:

A Mitigated Alternative has also been developed, and is based on the mitigation measures recommended for the other alternatives.

Section II.B Significant Unavoidable Impacts

Page 6

The first paragraph has been revised as follows:

Alternative 1, No Project, would have significant unavoidable impacts regarding land use compatibility and policy conformance, visual and urban design factors, vegetation and wildlife, housing, fire and police protection, loss of a historic building, and socio-economic factors. Alternatives 2-5 would have significant unavoidable impacts regarding loss of open land, *air pollution from project traffic* and alteration of a historic building and its grounds.

Section II.C Summary Table

Pages 6-34

The Summary Table has been revised as shown on the following pages.

Table 2
SUMMARY OF FINDINGS

Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
LAND USE COMPATIBILITY AND POLICY CONFORMITY		
Alternative 1		
<u>1:LU-1.</u> Alternative 1 would result in the buildings remaining in their current dilapidated state, and would postpone indefinitely the re-use that is encouraged by the City's <i>Policies on Urban Design and Preservation</i> and Civic and Open Space Land Use Policies.	<u>1:LU-1.</u> No mitigation is available under Alternative 1.	S
Alternative 2		
<u>2:LU-1.</u> In the conceptual plan for Alternative 2, the location of the loading and service area impacts several of the proposed four-plexes. Two of the buildings would be located directly adjacent to the loading area of the new retail development.	<u>2:LU-1.</u> <i>Prior to approval of the project plans, the City shall require the developer to revise the site plan of Alternative 2 should be redesigned to locate the service bay farther from the proposed residential units. The City shall not approve the site plan until it determines that the loading and service areas have been relocated so as to minimize conflicts between residential and service uses.</i>	LS
Alternatives 2, 3, 4 and 5		
<u>2-5:LU-1.</u> Development of Alternatives 2-5 would change the open space character of the paved, fenced east half of the property.	<u>2-5:LU-1.</u> No mitigation is feasible for loss of open land area.	S
VISUAL AND URBAN DESIGN FACTORS		
Alternative 1		
<u>1:VIS-1:</u> This alternative would not meet City policy to preserve historical structures and school buildings.	<u>1:VIS-1:</u> This impact cannot be mitigated under Alternative 1.	S

S = Significant; LS = Less than Significant

Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
Alternatives 2, 3, 4, and 5		
<p><u>2-5:VIS-1:</u> Development of each of these alternatives would introduce new residences onto the currently vacant school grounds which face existing houses and could substantially change the character of the neighborhood.</p>	<p><u>2-5:VIS-1a:</u> <i>Prior to the approval of the project plans, the City shall require the developer to design R residential units. should The City shall not approve the design unless it reflects the single-family and duplex types which are common in the project vicinity. They should Further, the units shall incorporate wood siding or stucco, they shall be of one- and two-story elevations, and their ground floors should shall be raised three to eight feet above grade. Duplex units should shall have symmetrical facades and separate entries facing the street.</i></p> <p><u>2-5:VIS-1b:</u> <i>Prior to the approval of the project plans, the City shall require the developer to design R residential units. should not be The City shall not approve the plans if housing types are identical to each other. and they The architecture should shall maintain the design diversity of the neighborhood in facade and plan development.</i></p>	LS
<p><u>2-5:VIS-2:</u> School building facade and landscape rehabilitation fronting on 58th and Aileen Streets would introduce new visual elements which face existing residences and could affect neighborhood character.</p>	<p><u>2-5:VIS-2:</u> <i>Prior to the approval of the project plans, T the City should shall require and review landscape plans and side and rear elevations of the project to ensure that visual impacts on 58th and Aileen Streets are kept to a minimum. The following criteria should shall be used in evaluating design proposals.</i></p> <ul style="list-style-type: none"> • No blank facades should shall face onto public streets. Facades should be articulated with windows, entries and changes in wall plane compatible with the historic character of the building. • There should shall be at least a 10-foot landscaped buffer between sidewalks and parking lots with one or two rows of parking spaces. 	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
(2-5:VIS-2 continued)	<ul style="list-style-type: none"> • Require <i>Plants used in landscaping plans which shall include high-quality street trees, use of retain valuable existing trees, include street lights and street furniture, and the undergrounding of utility lines surrounding the site.</i> • The developer's design team should include <i>plans must be prepared by a landscape architect or urban designer experienced with historic preservation and certified by the American Institute of Certified Planners or licensed as a Landscape Architect.</i> 	
<u>2-5:VIS-3:</u> Alternatives 2-5 include parking lots on Martin Luther King Jr., Way, 58th Street, Aileen Street and off-street parking at the proposed new residences on the eastern half of the site.	<u>2-5:VIS-3:</u> <i>Prior to the approval of the project plans, the City shall assure that parking lots and off-street parking are screened with landscaping and that Landscape screening and street setbacks should be required are at least 10 feet to mitigate this impact.</i>	LS
<u>2-5:VIS-4:</u> The project has not yet been designed to the level of detail at which the aesthetic effects of design details can be known.	<u>2-5:VIS-4:</u> <i>The City shall R require detailed design plans. design review for all alternatives. Require The City shall not approve detailed design plans until the plans show landscape screening for parking lots, utility structures and trash and recycling structures. The City shall R require architectural compatibility with the surrounding neighborhood.</i>	LS
POPULATION AND HOUSING		
Alternative 2		
<u>2:HOUS-1.</u> Alternative 2 may not provide affordable housing.	<u>2:HOUS-1.</u> The City should <i>shall</i> require the inclusion of a reasonable some percentage of units affordable to a range of low and moderate income households.	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
Alternative 3		
<u>3:HOUS-1.</u> Alternative 3 would not provide affordable housing.	<u>3:HOUS-1.</u> The City should <i>shall</i> require the inclusion of a reasonable certain percent of units affordable to a range of low and moderate income households.	LS
<u>3:HOUS-2.</u> Alternative 3 would not provide a range of housing types and sizes.	<u>3:HOUS-2.</u> <i>Prior to approval of the project plans, the City shall require the developer to change \$ some of the single-family units should be changed</i> to duplexes.	LS
Alternative 4		
<u>4:HOUS-1.</u> The project site is not within walking distance of a pharmacy or laundromat.	<u>4:HOUS-1.</u> The City should recruit a laundromat and a pharmacy to locate in or near the project.	LS
Alternative 5		
<u>5:HOUS-1.</u> Alternative 5 would probably not provide affordable housing.	<u>5:HOUS-1.</u> The City should <i>shall</i> require the inclusion of a certain percent <i>reasonable percentage</i> of units affordable to a range of low and moderate income households.	LS
TRAFFIC AND CIRCULATION		
Alternatives 1, 2, 3, 4 and 5		
<u>1-5:TRA-1.</u> The Shattuck Avenue and Alcatraz Street intersection is projected to operate at level of service FE during the PM peak hour with traffic from cumulative development <i>even without a project on the site.</i>	<u>1-5:TRA-1.</u> <i>The City shall M monitor</i> traffic operations at the intersection and, if necessary, remove parking on the westbound approach on Alcatraz Avenue to provide a right-turn pocket. The modification would result in LOS D operations.	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
Alternatives 2, 3, 4 and 5		
<p><u>2-5:TRA-1.</u> Levels of service would decrease at Martin Luther King Jr. Way and 52nd Street under Alternative 2, 3, 4 or 5, as well as cumulative development.</p>	<p><u>2-5:TRA-1.</u> The developer shall monitor traffic conditions update P.M. traffic counts at the intersection of Martin Luther King Jr. Way and 52nd Street one year after the occupancy permit is issued and give the data to the City Traffic Engineering and Parking Division. and, if necessary, the City shall adjust the signal timing to lengthen the cycle length to 110 seconds during the PM peak hour. An operational analysis indicates that this modification would provide LOS D operations.</p>	LS
<p><u>2-5:TRA-2.</u> In alternatives 2 through 5, pedestrians would be walking through the parking lot to the retail store fronts and community center entrances, posing a safety hazard due to vehicle-pedestrian conflicts.</p>	<p><u>2-5:TRA-2.</u> Prior to approval of the project plans, the City shall review the site plans for pedestrian access. The plans shall not be approved unless they include Provide well-defined, clearly marked, safe pedestrian walkways within the parking lots.</p>	LS
<p><u>2-5:TRA-3.</u> Truck service to Alternatives 2, 3, 4 and 5 could conflict with neighborhood traffic.</p>	<p><u>2-5:TRA-3.</u> Following completion of the project, the City shall limit through truck routes to arterial streets in the area, such as Telegraph Avenue, Martin Luther King, Jr. Way north of 51st Street. Prohibit trucks from using Aileen Street west of Telegraph Avenue. Permit truck access via Telegraph Avenue and 55th Street.</p>	LS
<p><u>2-5:TRA-4.</u> Construction traffic from Alternatives 2, 3, 4 and 5 could conflict with neighborhood traffic.</p>	<p><u>2-5:TRA-4.</u> The City shall not allow any No permanent long-term lane closures of Martin Luther King, Jr. Way should be allowed during construction. The developer shall work with the City Traffic Engineering and Parking Division in devising appropriate traffic restrictions. The City shall require the developer to post signs that R require construction employees and construction vehicles to park on-site during construction. The City shall also require the developer to post signs that P prohibit construction vehicles from using 58th, Dover and Aileen Streets to access the project site.</p>	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
<p><u>2-5:TRA-5.</u> Construction could block sidewalks surrounding the site.</p>	<p><u>2-5:TRA-5.</u> <i>The City shall require the developer to X keep sidewalks adjacent to the site open during the construction period to the extent feasible. If portions of the sidewalks must be closed on a temporary basis during construction of the driveways to the site, such a request must be submitted to the City Office of Planning and Building prior to closure. Approval to close the sidewalk shall be withheld if the submittal does not include and show an alternative pedestrian walkway adequately and safely separated from traffic. provide accommodations for pedestrian traffic during the closures.</i></p>	<p>LS</p>
<p><u>2-5:TRA-6:</u> The project does not include pedestrian ways and bikeways and therefore is inconsistent with the circulation element of the Comprehensive Land Use Plan.</p>	<p><u>2-5:TRA-6:</u> <i>Prior to approval of the project plans, the City shall require the site plan to emphasize P pedestrian and bicycle orientation of the project. should be emphasized through Plan approval shall be based on provision of the following measures:</i></p> <ul style="list-style-type: none"> • placing a plaza or public open space along Martin Luther King Jr. Way. • creating a pedestrian <i>and bicycle</i> link between the project and 58th, Aileen and Dover Streets. 	<p>LS</p>
<p><u>2-5:TRA-7.</u> <i>Alternatives 2-5 could require a slight relocation of the existing bus stops to accommodate driveways.</i></p>	<p><u>2-5:TRA-7.</u> <i>If a one or both bus stop(s) need to be relocated, the developer shall submit design plans for the proposed relocation to the Alameda-Contra Costa Transit District (AC Transit) for review. AC Transit will evaluate the plans for compliance with bus stop design standards and requirements issued by the District and federal agencies (including the Americans with Disabilities Act), and will identify any impacts on existing and planned transit service. Prior to issuance of a building permit, construction plans shall be modified according to AC Transit comments.</i></p>	<p>LS</p>

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
<p><u>2-5:TRA-8.</u> Alternatives 2-5 do not include facilities that promote alternative transportation methods.</p>	<p><u>2-5:TRA-8a.</u> The City shall require preferential parking for carpools and van pools, including a station for recharging electrical vans. The City shall install a paid parking system in the spaces for single-occupant vehicles. A building permit shall not be issued if these facilities are not shown on construction drawings.</p> <p><u>2-5:TRA-8b.</u> The City shall require bicycle racks that accommodate high-quality locks through both the frame and a wheel. Any facility within the project that is designed for 100 or more employees (such as the medical center) shall include showers and clothing lockers. A building permit shall not be issued unless these facilities are shown on construction drawings.</p>	LS
Alternative 2		
<p><u>2:TRA-1:</u> Alternative 2 would increase traffic volumes above 3,000 daily vehicles on Dover Street south of Aileen Street.</p>	<p><u>2:TRA-1.</u> Install speed undulations on Dover Street to help control speeding and traffic volumes. If required by the City, the developer shall install undulations and attendant standard City signs and striping on up to four (4) blocks with a maximum of two (2) undulations per block. The blocks on which undulations shall be considered are as follows:</p> <p>58th Street from M.L. King, Jr. Way to Shattuck Avenue Aileen Street from M.L. King, Jr. Way to Shattuck Avenue 59th Street from Dover Street to Shattuck Avenue 57th Street from Dover Street to Shattuck Avenue Dover Street from 55th Street to Alcatraz Avenue</p>	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
(2:TRA-1 continued)	<p><i>The blocks, if any, on which the undulations would be installed will be determined solely by the City and will be based on the City's established criteria for undulation installation. The developer shall conduct a "before and after" study on the above streets. The "before" portion of this study shall consist of the collection of 48-hour counts, spot speed surveys, and three-year histories of reported accidents as recorded in the SWITRS records for all of the above blocks. (It would be permissible to limit the collection of 48-hour counts and speed surveys on Dover Street to only three blocks. These blocks would be determined by the Traffic Engineering and Parking Division at a later date.) The "after" portion of this study shall consist of a collection of 48-hour count and spot speed survey data at a maximum four blocks, said blocks being the blocks upon which the City required the developer to install undulations. The "after" study shall be conducted within a four to six month period after the installation of the last undulation or as specified by the Traffic Engineering and Parking Division.</i></p> <p><i>This "before and after" study shall use a methodology acceptable to the City Traffic Engineering and Parking Division in a format acceptable to that Division. For example, all 48-hour counts shall be broken down into hourly and daily increments and shall be clearly labelled, and all spot speed surveys shall consist of a minimum 100 sampled speeds or as agreed to by the Traffic Engineering and Parking Division.</i></p>	
2:TRA-2. Alternative 2 would have an on-site parking shortfall of 12 spaces according to City ordinances.	2:TRA-2. The City shall require 12 additional parking spaces prior to approval of the project plans, the City shall review plans to ensure that the developer has Add added 12 parking spaces to Alternative 2. If some site uses will be in use at different times of day than others, time-shared parking could be used to provide additional spaces.	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
<i>2:TRA-3. Alternative 2 would generate approximately 388 pedestrian trips, many of which would cross Martin Luther King, Jr. Way. Although this volume is not enough to meet Caltrans-recommended pedestrian signal warrants, it would present a safety hazard.</i>	<i>2:TRA-3. The City shall require the developer to design and install a pedestrian-actuated traffic signal to accommodate safe pedestrian crossings of Martin Luther King, Jr. Way, at a location to be determined by the City. An occupancy permit shall not be issued until the signal is operational.</i>	LS
Alternative 3		
<i>3:TRA-1. Alternative 3 would increase traffic volumes above 3,000 daily vehicles on Dover Street south of Aileen Street.</i>	<i>3:TRA-1. Install speed undulations on Dover Street to help control speeding and traffic volumes. Mitigation Measure 2:TRA-1 shall be implemented.</i>	LS
<i>3:TRA-2. The Martin Luther King Jr. Way and 55th Street intersection is projected to operate at level of service E during the PM peak hour under Alternative 3, as well as Cumulative development.</i>	<i>3:TRA-2. The developer shall monitor traffic conditions at the intersection of Martin Luther King, Jr. Way and 55th Street one year after the occupancy permit is issued and give the data to the City. and If necessary, the City shall adjust the signal timing to lengthen the cycle 110 seconds during the PM peak hour. An operational analysis indicates that this modification would provide LOS D operations.</i>	LS
<i>3:TRA-3. Under Alternative 3, traffic volumes would exceed peak hour warrants during at least one peak hour at all four unsignalized intersections on Martin Luther King, Jr. Way adjacent to the Project at 58th, Arlington, 59th and Aileen Streets.</i>	<i>3:TRA-3. Install a traffic signal at Aileen Street to provide protected pedestrian crossings to the proposed senior center. A traffic signal at Aileen Street would provide gaps in traffic flow for drivers exiting the Project parking lot opposite 57th Street or Arlington Street. The developer shall update PM traffic counts at the intersections of Martin Luther King, Jr. Way with 58th, Arlington, 57th and Aileen Streets one year after the occupancy permit is issued and give the data to the City Traffic Engineering and Parking Division. If warranted, the City shall install a signal at one of these intersections at the developer's expense.</i>	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
3:TRA-4. Alternative 3 would have a shortfall of 173 parking spaces according to City ordinances.	3:TRA-4. <i>The City shall require the site plan to be modified to add 173 parking spaces. The City shall not approve the project plans until it has reviewed the plans and determined the developer has Add added 173 parking spaces to Alternative 3. This could be accomplished by deleting seven of the single-family residential lots, or reducing the parking requirement by deleting 44,000 square feet of medical facility space. If some site uses will be in use at different times of day than others, time-shared parking could be used to provide additional spaces.</i>	LS
3:TRA-5. <i>Alternative 3 would generate approximately 346 pedestrian trips, many of which would cross Martin Luther King, Jr. Way. Although this volume is not enough to meet Caltrans-recommended pedestrian signal warrants, it would present a safety hazard.</i>	3:TRA-5. <i>Mitigation Measure 2:TRA-3 shall be implemented.</i>	LS
Alternative 4		
4:TRA-1. Alternative 4 would increase traffic volumes above 3,000 daily vehicles on Dover Street south of Aileen Street.	4:TRA-1. Install speed undulations on Dover Street to help control speeding and traffic volumes. <i>Mitigation Measure 2:TRA-1 shall be implemented.</i>	LS
4:TRA-2. Alternative 4 would increase the number of senior pedestrians adjacent to the Project site, introducing a safety hazard.	4:TRA-2. Install a pedestrian actuated signal at 58th Street to accommodate safe pedestrian crossings of Martin Luther King, Jr. Way. <i>Mitigation Measure 2:TRA-3 shall be implemented.</i>	LS
Alternative 5		
5:TRA-1. Alternative 5 would have a shortfall of 87 parking spaces according to City ordinances.	5:TRA-1. <i>The City shall require 87 additional parking spaces. The City shall review project plans and prior to approval of the plans, the City shall determine that the developer has Add added 87 parking spaces to Alternative 5. If some site uses will be in use at different times of day than others, time-shared parking could be used to provide additional spaces.</i>	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
AIR QUALITY		
Alternative 1		
No air quality impacts would result from Alternative 1.	--	
Alternative 2		
<p><u>2:AIR-1.</u> Project-related construction would result in the following impacts:</p> <ul style="list-style-type: none"> • Fugitive dust increasing the basin PM₁₀ burden. • Heavier dust settling out near the project site on cars and other surfaces. • Equipment exhaust emissions. • Off-site "spill-over" effects from dirt spilled or tracked off-site, from congestion effects due to detours or lane closures, or from idling trucks or equipment operating near existing homes. 	<p><u>2:AIR-1a.</u> For A any surface disturbance for foundations or underground utilities, the City shall require the developer to should use adequate watering or other dust palliatives to prevent the formation of a visible dust cloud anywhere at the project site boundary. Availability of non-potable water resources for dust control shall be investigated and such resources used if they are available within a reasonable distance from the project site. A hauling distance in excess of one mile one way would create additional vehicular exhaust pollution that may offset any water-saving benefit.</p> <p><u>2:AIR-1b.</u> The City shall require the developer to W wash or sweep public streets to a distance of 250 feet from any project access point at the end of each workday and at any time that there is visible dirt on public roads at that time when demolition or excavation are in progress.</p> <p><u>2:AIR-1c.</u> The City shall require that during construction, Do not operate equipment such as generators or compressors shall not be operated within 50 feet of any occupied home except in an emergency. Trucks shall not idle within 50 feet of any home for more than two (2) minutes and for more than ten (10) minutes anywhere on the project site before turning off their engines.</p>	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
(2:AIR-1 continued)	<u>2:AIR-1d.</u> The City shall require the developer to discontinue D dust generation activities such as earthmoving, excavation or structural demolition should be discontinued when average hourly wind speed exceeds 25 mph because of the reduction in effectiveness of dust control procedures under high wind conditions.	
<u>2:AIR-2.</u> Transportation-related air quality impacts would relate to the overdependence on single-occupant vehicles for site access, the considerable distance from the nearest BART stations, and the discouragement of walking a far distance through neighborhoods due to possible safety concerns. Under this alternative, transportation emission sources would exceed the BAAQMD's suggested threshold of significance.	<u>2:AIR-2a.</u> The City shall require the developer to C conduct a feasibility study for the possibility of using a van/jitney service to bring adults to the community services proposed for this project - particularly to and from the senior center. The feasibility study shall include a cost and service comparison between jitney service and subsidizing an improvement in AC Transit service. The developer shall either provide a jitney for Senior Center activities or subsidize AC Transit lines serving the site.	LS
	<u>2:AIR-2b.</u> The City shall require the developer to submit a sample lease which includes a provision which requires A any user that has more than 100 employees should to appoint an employee transportation coordinator to disseminate information on non-single occupant vehicle modes of site access. No space may be leased until the language in the lease has been reviewed and approved by the City.	
	<u>2:AIR-2c.</u> The City shall require the developer to make A/C Transit information (routes, schedules, fares) should be readily available from an on-site display and at a bus shelter constructed at the existing bus stop. The information shall be submitted to the City for review and approval. An occupancy permit shall not be issued until the travel program has been approved.	

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
(2-AIR:2 continued)	<p><u>2:AIR-2d.</u> The developer shall R require site tenants to comply with any requirements established by a potential future basinwide trip reduction ordinance (TRO) if a TRO is promulgated as part of the implementation of the 1991 Clean Air Plan.</p> <p>The effectiveness of transportation control measures (TCMs) varies among projects, but they generally are not able to create a sufficiently substantial emissions reduction to change the conclusions regarding impact significance. Based on historical measures of TCM effectiveness, the above mitigation measures will not reduce project-related mobile source emissions to below the BAAQMD-suggested threshold of significance.</p>	
<p><u>2:AIR-3.</u> Although stationary source emissions reduction from energy conservation has a more limited benefit, optimum energy efficiency, particularly in any new site construction, should be aggressively pursued to help reduce stationary source emissions. Potential energy inefficiency in rehabilitation of existing structures could vary with each alternative. The extent of that difference, however, is somewhat speculative. As with the other sources of potential air quality impact, there are no means to predict NO_x reduction through enhanced conservation for any alternative. Recommended measures are therefore equally applicable for all development alternatives.</p>	<p><u>2:AIR-3.</u> The City shall require the developer to integrate E energy conservation measures should be integrated into site design to achieve energy utilization that is five (5) percent less than that allowed by Title 24 of the California Code of Regulations. The City shall not approve project plans unless the plans achieve this requirement.</p>	LS
Alternative 3		
<p><u>3:AIR-1.</u> Project-related construction would result in the following impacts:</p> <ul style="list-style-type: none"> • Fugitive dust increasing the basin PM₁₀ burden. • Heavier dust settling out near the project site on cars and other surfaces. • Equipment exhaust emissions. • Off-site "spill-over" effects from dirt spilled or tracked off-site, from congestion effects due to detours or lane closures, or from idling trucks or equipment operating near existing homes. 	<p><u>3:AIR-1a-d.</u> Mitigation Measures 2:AIR-1a-d would also apply to this alternative.</p>	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
<u>3:AIR-2.</u> Transportation emission sources would exceed the BAAQMD's suggested threshold of significance.	<u>3:AIR-2a-d.</u> Mitigation Measures 2:AIR-2a-d would also apply to this alternative. Implementation of the mitigation measures will probably not reduce emissions impacts to an individually less-than-significant level.	S
<u>3:AIR-3.</u> Although stationary source emissions reduction from energy conservation has a more limited benefit, optimum energy efficiency, particularly in any new site construction, should be aggressively pursued to help reduce stationary source emissions.	<u>3:AIR-3.</u> Mitigation Measure 2: AIR-3 would also apply to this alternative.	LS
Alternative 4		
<u>4:AIR-1.</u> Project-related construction would result in the following impacts: <ul style="list-style-type: none"> Fugitive dust increasing the basin PM₁₀ burden Heavier dust settling out near the project site on cars and other surfaces. Equipment exhaust emissions. Off-site "spill-over" effects from dirt spilled or tracked off-site, from congestion effects due to detours or lane closures, or from idling trucks or equipment operating near existing homes. 	<u>4:AIR-1a-d.</u> Mitigation Measures 2:AIR-1a-d would also apply to this alternative.	LS
<u>4:AIR-2.</u> This alternative would have an individually less than significant but cumulatively significant air quality impact. Refer to Impact 2:AIR-2 for more discussion.	<u>4:AIR-2a-d.</u> Mitigation Measures 2:AIR-2a-d would also apply to this alternative. Implementation of these mitigation measures will not reduce emissions impacts to a cumulatively less-than-significant level.	S
<u>4:AIR-3.</u> Although stationary source emissions reduction from energy conservation has a more limited benefit, optimum energy efficiency, particularly in any new site construction, should be aggressively pursued to help reduce stationary source emissions.	<u>4:AIR-3.</u> Mitigation Measure 2: AIR-3 would also apply to this alternative.	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
Alternative 5		
<p><u>5:AIR-1.</u> Project-related construction would result in the following impacts:</p> <ul style="list-style-type: none"> • Fugitive dust increasing the basin PM₁₀ burden. • Heavier dust settling out near the project site on cars and other surfaces. • Equipment exhaust emissions. • Off-site "spill-over" effects from dirt spilled or tracked off-site, from congestion effects due to detours or lane closures, or from idling trucks or equipment operating near existing homes. 	<p><u>5:AIR-1a-d.</u> Mitigation Measures 2:AIR-1a-d would also apply to this alternative.</p>	LS
<p><u>5:AIR-2.</u> This alternative would have an individually less than significant but cumulatively significant air quality impact. Refer to Impact 2:AIR-2 for more discussion.</p>	<p><u>5:AIR-2a-d.</u> Mitigation Measures 2:AIR-2a-d would also apply to this alternative.</p>	LSS
<p><u>5:AIR-3.</u> Although stationary source emissions reduction from energy conservation has a more limited benefit, optimum energy efficiency, particularly in any new site construction, should be aggressively pursued to help reduce stationary source emissions.</p>	<p><u>5:AIR-3.</u> Mitigation Measure 2: AIR-3 would also apply to this alternative.</p>	LS
NOISE		
Alternative 2		
<p><u>2:NOISE-1.</u> Adjacent residences located north, east, and south of the project site would be subject to noticeable noise peaks during project construction.</p>	<p><u>2:NOISE-1a.</u> <i>The City shall require the operation of heavy equipment during project construction should to be limited to the daytime working hours (8:00 7:30 am to 5:00 7:30 pm, Monday through Friday Saturday) to minimize potential disturbance of adjacent residents. Stationary noise sources should shall be located as far from adjacent residences as possible. If they must be located within 200 feet of any residences, they should shall be adequately muffled and enclosed within temporary sheds if possible.</i></p>	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
(2:NOISE-1 continued)	<p><u>2:NOISE-1b.</u> <i>The City shall require</i> equipment used for project construction should to use noise control techniques such as improved mufflers, equipment redesign, use of silencers, ducts, and mufflers in order to minimize construction noise impacts.</p> <p><u>2:NOISE-1c.</u> <i>The City shall require</i> construction noise should to be minimized by requiring the developer to submit contract documents which require the project contractors to agree to implement the following measures:</p> <ul style="list-style-type: none"> a. Use of state-of-the-art muffling techniques and equipment; b. Selection of quieter procedures such as drilling rather than using impact equipment; c. Use of quiet machines; d. Elimination of unnecessary idling of equipment; e. Limitation of simultaneous operation of different pieces of noise-producing equipment. <p><i>A building permit shall not be issued until the City has reviewed and approved the documents which include such a clause.</i></p>	
<p><u>2:NOISE-2.</u> Residential units located on the west side of the second floor of the main building could be subject to noise levels that exceed Title 25's maximum acceptable level of 60 dBA.</p>	<p><u>2:NOISE-2.</u> <i>The City shall require the developer to design the P</i> project should be designed to meet Title 25 requirements to keep interior noise below 45 dBA (CNEL). Noise abatement measures should shall include installation of interior acoustical walls, additional insulation, or double-glazed windows. If noise levels only exceed the 60 dBA criteria with the windows open, the residential units facing Martin Luther King Jr., Way could be designed with fixed windows and mechanical air ventilation, or with conventional windows and mechanical air ventilation so that residents would have the option of opening windows during quieter periods. <i>The City shall not approve construction drawings which do not meet these requirements.</i></p>	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
<p>2:NOISE-3. Existing adjacent residences could be subject to noise increases due to loading/unloading activities at the proposed loading area as well as from operation of equipment (fixed equipment such as fans, maintenance equipment, and solid waste collection) associated with proposed commercial uses.</p>	<p>2:NOISE-3a. The City shall prohibit truck deliveries should shall be prohibited during the evening and nighttime hours (between 7:00 7:30 pm and 7:00 7:30 am).</p>	LS
	<p>2:NOISE-3b. Prior to approval of the project plans, the City shall require the developer to locate the S solid waste disposal and collection areas should be located as far from existing and project residences as possible to minimize the potential for disturbance. Solid waste collection should shall be prohibited during the evening nighttime hours (between 7:00 7:30 pm and 7:00 7:30 am). The City shall not approve project plans unless they show these facilities as required.</p>	
	<p>2:NOISE-3c. The City shall require project maintenance activities (sweeping, use of blowers, etc.) should to be limited to daytime hours (7:00 7:30 am to 7:00 7:30 pm). All in maintenance equipment should shall be fitted with adequate mufflers and enclosures to minimize noise.</p>	
	<p>2:NOISE-3d. The City shall impose the following conditions of approval. If any cooling fans or any other fixed-equipment which generate noise are located on the roofs of project buildings, they should be they shall be located at least 200 feet from adjacent residences and completely shielded from residential areas. To adequately shield residences, enclose at least three sides of the noise-generating equipment which face residences with a solid barrier made of plywood or other material. This barrier should shall be at least one-foot higher than the top of the fan since it is the fan, not the motor, which produces the most noise. In addition, baffling should shall be used to direct noise upward away from adjacent uses. The City shall not approve construction plans unless they show these facilities as required.</p>	

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
(2-NOISE:3 continued)	Fans or fixed equipment on the ground tend to be louder, due to noise reflection off walls and paved surfaces. Therefore Any equipment on the ground should <i>shall</i> be enclosed on all four sides with a solid barrier at least six feet high. These guidelines should be considered the most conservative since noise generated by fans and fixed equipment can vary substantially. If quieter equipment is used in the project, required setbacks and enclosures may not need to be as stringent. Therefore, the project sponsor should <i>shall</i> have an acoustical analysis prepared by a qualified consultant when specific project information (e.g., types and locations of cooling fans, truck loading and delivery activities, etc.) becomes available to evaluate appropriate mitigation based on the specific types of equipment actually used. <i>The City shall not approve construction plans unless they show these facilities as required.</i>	
Alternative 3		
3:NOISE-1. Adjacent residences located north, east, and south of the project site would be subject to noticeable noise peaks during project construction.	3:NOISE-1a-c. Mitigation Measures 2:NOISE-1a-c would also apply to this alternative.	LS
Alternative 4		
4:NOISE-1. Adjacent residences located north, east, and south of the project site would be subject to noticeable noise peaks during project construction.	4:NOISE-1a-c. Mitigation Measures 2:NOISE-1a-c would also apply to this alternative.	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
4:NOISE-2. Residential units located on the west side of the second floor of the main building could be subject to noise levels that exceed Title 25's maximum acceptable level of 60 dBA.	4:NOISE-2a. <i>The City shall require the developer to design the P project should be designed to meet Title 25 requirements so that interior noise levels would not exceed 45 dBA (CNEL). Noise abatement measures could include installation of interior acoustical walls, additional insulation, or double-glazed windows. If noise levels only exceed the 60 dBA criteria with the windows open, the residential units facing Martin Luther King Jr., Way could be designed with fixed windows and mechanical air ventilation, or with conventional windows and mechanical air ventilation so that residents would have the option of opening windows during quieter periods. Project plan approval by the City shall be based on these design requirements.</i>	LS
Alternative 5		
5:NOISE-1. Adjacent residences located north, east, and south of the project site would be subject to noticeable noise peaks during project construction.	5:NOISE-1a-c. Mitigation Measures 2:NOISE-1a-c would also apply to this alternative.	LS
5:NOISE-2. Residential units located on the west side of the main building could be subject to noise levels that exceed Title 25's maximum acceptable level of 60 dBA.	5:NOISE-2. <i>The City shall require the developer to design the P project should be designed to meet Title 25 requirements so that interior noise levels would not exceed 45 dBA (CNEL). Construction plans shall not be approved unless this requirement is met.</i>	LS
GEOLOGY, SEISMICITY AND HYDROLOGY		
Alternative 1		
1:SEISMIC-1. The main building has been declared unsafe from a seismic safety standpoint.	1:SEISMIC-1. <i>The City shall require the existing building should to be seismically reinforced or demolished, following the Historical Building Code, to be in conformance with the City of Oakland Policy. Architectural plans shall be reviewed and approved by the City based on that criterion.</i>	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
Alternatives 2, 3, 4, and 5		
<u>2-5:GEOLOGIC-1.</u> Project construction could exposure people and structures to geologic hazards.	<u>2-5:GEOLOGIC-1.</u> <i>The City shall require a detailed, site-specific geotechnical/soils study should to be submitted with construction plans, required and recommendations to be incorporated into design and construction drawings, to minimize exposure of people and structures to geologic hazards. The City engineer shall not approve the plan if it does not include these recommendations.</i>	LS
<u>2-5:SEISMIC-1.</u> The proposed project would be subject to seismic activity from nearby faults.	<u>2-5:SEISMIC-1.</u> <i>The City shall require all structures should to be designed to withstand the effects of a maximum credible earthquake of magnitude 8.3 on the Richter scale. Prior to approval of the project plans, the City engineer shall assure that the structures should be are designed and constructed in compliance with local building codes and the Seismic Safety Element of the Oakland Comprehensive Plan. An occupancy permit shall not be issued until the building inspector has determined that the buildings are constructed according to plans.</i>	LS
<u>2-5:FLOOD-1.</u> The proposed project would construct new structures and parking facilities, changing the existing drainage patterns.	<u>2-5:FLOOD-1.</u> <i>Prior to approval of the project plans, the City shall require, the proposed project site plan would need to incorporate on-site drainage features to control surface runoff from the buildings and parking areas. The City shall not approve construction plans if they do not include these facilities.</i>	LS
<u>2-5:WATER QUALITY-1.</u> Runoff containing automotive oils would enter storm drains and contribute to the degradation of water quality in the San Francisco Bay.	<u>2-5:WATER QUALITY-1.</u> <i>The City shall require the site plans to include greasetraps to prevent pollutants from entering storm drains. The City shall not approve construction plans if they do not include these facilities.</i>	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
HAZARDOUS MATERIALS		
Alternatives 1-5		
<p><u>1-5:SITE CONTAM-1.</u> The site has stockpiled soils with evidence of elevated hydrocarbons.</p>	<p><u>1-5:SITE CONTAM-1.</u> <i>The City shall require a Phase II assessment to be conducted prior to issuance of a building, grading or demolition permit which includes the following: The developer shall treat ± the stockpiled soil requires treatment before replacement as fill or disposal in a certified facility. Stockpiled soils should shall be sampled and analyzed to determine appropriate remediation procedures. The existing monitoring well should shall be developed and sampled to ensure that the groundwater has not been affected by releases from the tank. Investigation and remediation of soils and/or groundwater affected by the underground storage tank should shall be conducted under the supervision of the Alameda County Health Care Services, Department of Environmental Health, in conjunction with according to guidelines of the</i></p> <p><i>Regional Water Quality Control Board, San Francisco Bay Region (RWQCB) according to RWQCB guidelines, the California Hazardous Substances Underground Tank Act (California Health and Safety Code Section 25280 et seq.), California Code of Regulations titles 22 and 26, the federal Resource Conservation and Recovery Act (U.S. Code Section 6901, et seq.) and the state Porter-Cologne Water Quality Control Act. In addition, the City shall not issue a grading, demolition or building permit, nor should the developer commence any site preparation, demolition or construction work, until the developer presents to the City a letter from the Alameda County Health Care Services, Department of Environmental Health certifying that the developer has satisfactorily completed all detection, cleanup and monitoring activities related to underground tanks on the site.</i></p>	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
<p><u>1-5:SITE CONTAM-2.</u> The site may have an additional underground tank.</p>	<p><i>1-5:SITE CONTAM-2. The City shall require, prior to issuing any grading, demolition or building permit, the developer to complete F further investigations and cleanup should be completed to determine whether additional underground tanks are located near the gymnasium or the former auto shop area, and the contents of any such tanks. These investigations shall be part of a Phase II Hazardous Materials Site Assessment. Any identified underground tanks should shall be registered and removed, and soil sampling, groundwater monitoring and cleanup shall be completed, under the supervision of the Alameda County Department of Health Services in conjunction with the San Francisco Regional Water Quality Control Board. The City shall not issue a grading, demolition or building permit, nor shall the developer commence any site preparation, demolition or construction work, until the developer presents to the City a letter from the Alameda County Health Care Services, Department of Environmental Health certifying that the developer has satisfactorily completed all detection, cleanup and monitoring activities related to underground tanks on the site.</i></p>	<p>LS</p>

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
Alternatives 2-5		
<p><u>2-5:PUBLIC HEALTH-1.</u> The existing building at the site has evidence of asbestos-containing materials and could present a health problem.</p>	<p><u>2-5:PUBLIC HEALTH-1.</u> <i>The City shall require the developer to hire certified asbestos inspectors to investigate the extent and nature of the asbestos on the site should be investigated by qualified asbestos inspectors based on samples of tiles, flooring and walls as part of a Phase II site assessment. This investigation shall be conducted and results submitted to the City for review and approval prior to any work or demolition being undertaken on the existing buildings. The City shall require the developer to notify contractors and employees of the extent of asbestos in the building, pursuant to the Connelly Act (California Health and Safety Code Subsection 25915 et seq). Implementation of required asbestos abatement procedures, such as containment and/or removal, prior to demolition should shall be required to minimize the risk to workers and the public, in accordance with all federal regulations contained in 29 CFR Section 1910.1001 and 29 CFR Section 1926.58, state laws contained in the California Health and Safety Code section 19827.5, and state regulations contained in 8 CCR 1529 and 8 CCR 341.6-341.14, as administered by the Bay Area Air Quality Management District in conjunction with the State Department of Toxic Substances Control and the state and federal Occupational Health and Safety Administrations. During abatement, air quality samples should be taken and asbestos workers should wear respiratory protection and disposable suits.</i></p>	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
(2-5:PUBLIC HEALTH-1 continued)	<i>If overlooked asbestos is discovered during renovation, all work shall be stopped and the abatement contractor shall return to remove the asbestos. Any asbestos removed from the site shall be taken to a landfill which as been designated for asbestos disposal. The City shall not issue a grading, demolition or building permit, nor shall the developer commence any site preparation, demolition or construction work, until the developer presents to the City letter from the State Department of Toxic Substances Control and the California Occupational Safety and Health Agency certifying that the developer has satisfactorily completed all detection, cleanup and monitoring activities related to asbestos in the building and on the site.</i>	LS
<u>2-5:PUBLIC HEALTH-2.</u> There may be lead-based paint throughout the existing buildings.	<u>2-5:PUBLIC HEALTH-2.</u> <i>The City shall require the developer's D demolition and rehabilitation activities should to include clean-up and removal of old painted surfaces to eliminate the potential for public exposure to lead-based paints. An occupancy permit shall not be issued until the City determines that these measures have been completed.</i>	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
<p><u>2-5:PUBLIC HEALTH-3.</u> There is evidence of a subgrade transformer on the site which may or may not contain PCBs.</p>	<p><u>2-5:PUBLIC HEALTH-3.</u> It is unknown whether or not polychlorinated biphenols (PCBs) are present in the transformer fluid. <i>The City shall require an on-site inspection of the transformer. If the transformer needs to be relocated for development of the site or if there is evidence that oil has leaked from the transformer, If the transformer need not be relocated or upgraded, the developer shall pay for PG&E should to sample the oil to determine the level of PCBs and the subsequent cleanup requirements. Typically, PG&E replaces transformers if they fail or leak. If PCBs are detected at levels exceeding 50 ppm, the transformer should shall be replaced and any spills cleaned up according to EPA regulations. If PCBs are present at levels less than 50 ppm and PG&E determines to continue use of the transformer, then appropriate notification/signage should shall be placed on the transformer specifying the PCB content. The City shall require the developer to ensure that relocation, upgrading or testing and any subsequent actions occur in accordance with the federal Toxic Substances Control Act (15 USC 2061) and regulations contained in 40 CFR§761, as administered by the U.S. Environmental Protection Agency Pesticides and Toxics Section. The City shall not issue a grading, demolition or building permit, nor shall the developer commence any site preparation, demolition or construction work, until the developer presents to the City letter from the U.S. Environmental Protection Agency Pesticides and Toxics Section certifying that the developer has satisfactorily completed all detection, cleanup and monitoring activities related to PCBs in the building and on the site.</i></p>	<p>LS</p>

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
<i>2-5:PUBLIC HEALTH-4: The site could contain hazardous chemicals on or near the locations of the former auto shop, the former greenhouse and the chemical laboratory.</i>	<i>2-5:PUBLIC HEALTH-4: The City shall require a Phase II Hazardous Materials Site Assessment of the site, including soil sampling on the former greenhouse and auto shop sites, and floor and wall samples from the chemical laboratory, to determine whether hazardous chemicals are present. If hazardous substances are found, they shall be disposed of under the supervision of the Alameda County Department of Health Services in conjunction with the San Francisco Regional Water Quality Control Board, according to the federal Clean Water Act, the federal Resource Conservation and Recovery Act (U.S. Code Section 6901 et seq.), California Code of Regulations titles 22 and 26, and the state Porter-Cologne Water Quality Control Act. The City shall not issue a grading, demolition or building permit, nor shall the developer commence any site preparation, demolition or construction work, until the developer presents to the City a letter from the U.S. Environmental Protection Agency Pesticides and Toxics Section and the Alameda Health Care Services, Department of Environmental Health certifying that the developer has satisfactorily completed all detection, cleanup and monitoring activities related to pesticides or toxic chemicals in the building and on the site.</i>	LS
PUBLIC SERVICES AND FACILITIES		
Water Service		
Alternatives 2, 3, 4 and 5		
<i>2-5:WATER-1. Fire flow probably would not be adequate to meet fire flow needs for Alternatives 2, 3, 4 and 5.</i>	<i>2-5:WATER-1. The City shall require the installation of fire hydrants and upgrading of water lines as needed to meet fire flow requirements. An occupancy permit shall not be issued until these are installed.</i>	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
<u>2-5:WATER-2.</u> The proposed project would add to water demand in a district where future demand is projected to exceed existing supply.	<u>2-5:WATER-2.</u> <i>The City shall require The project buildings should to include low-water-using appliances and low-flow faucets, toilets and showers. Project landscape design should shall minimize turf area and maximize the use of drought-resistant plants. The park irrigation system shall be timed to water plants at night, and shall be designed so it can be separated from the potable water system if reclaimed water becomes available in the future. The developer shall provide all these items and the City shall not approve the plans if they are not included.</i>	LS
Sewer Service		
Alternative 1		
No wastewater impacts or mitigation measures would result from Alternative 1.		
Solid Waste Collection and Disposal		
Alternative 1		
<u>1:WASTE-1.</u> Alternative 1 would result in the accumulation of litter on the abandoned site.	<u>1:WASTE-1.</u> The City would shall continue to collect and dispose of litter on the site.	LS
Alternatives 2, 3, 4 and 5		
<u>2-5:WASTE-1.</u> Alternatives 2 - 5 would result in an increase in the amount of waste going to Altamont Sanitary Landfill.	<u>2-5:WASTE-1.</u> <i>A The City shall require the developer to include a recycling pickup system, coordinated among the land uses on the site, should be included in the project design. Prior to issuance of a building permit, the City shall determine that this measure has been included into the project design. Any restaurants should be encouraged to avoid the use of styrofoam to reduce impact on landfills.</i>	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
Electricity and Natural Gas		
None of the alternatives would have significant impacts on electricity or natural gas.	--	--
Fire Protection		
Alternative 1		
<u>1:FIRE-1.</u> The No Project Alternative would continue to have a high probability of fire occurring on the site because fires tend to occur in abandoned buildings.	<u>1:FIRE-1.</u> The City shall clear W weeds and brush should be cleared monthly at least 30 feet from existing buildings. Large, clear address signs should shall be provided near the street driveway entrances per Oakland Municipal Code Section 7-2.10. This measure would not reduce the impact to a less than significant level.	S
Alternatives 2, 4 and 5		
<u>2, 4 and 5:FIRE-1.</u> Alternatives 2, 4 and 5 include more than 15 dwelling units in one building. The State Fire Code requires sprinklers in such buildings.	<u>2, 4 and 5:FIRE-1.</u> The City shall require the developer to I install sprinklers in the residential portion of the existing building in Alternatives 2, 4 and 5. An occupancy permit shall not be issued if the sprinklers are not installed or do not comply with the State Fire Code.	LS
Alternative 3		
<u>3:FIRE-1.</u> The conceptual plan for Alternative 3 does not include a roadway 20 feet wide across the site.	<u>3:FIRE-1.</u> Prior to approval of the project plans, the City shall require T the driveways to the Medical Center parking lot should to be at least 20 feet wide. This would reduce the area of the park slightly. Project plan approval by the City shall depend upon these measures being provided.	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
Alternative 5		
5-FIRE-1. The conceptual plan for Alternative 5 does not show a roadway 20 feet wide across the site.	5-FIRE-1. <i>The City shall require the driveways to the two central parking lots near the gymnasium should to be at least 20 feet wide. A connection between the two parking lots should shall be provided for emergency vehicle use. Project plan approval by the City shall depend upon these measures being provided.</i>	LS
Police Protection		
Alternative 1		
1-POLICE-1. Abandonment of the site would lead to calls regarding crimes such as vandalism, drug dealing and unauthorized use.	1-POLICE-1. The existing alarm system on the site should shall be maintained.	LS
Alternatives 2, 3, 4 and 5		
2-5-POLICE-1. Lack of adequate lighting and access for security personnel could lead to crime.	2-5-POLICE-1. <i>The City shall require project plans to include adequate lighting and access. Prior to the approval of the project plans, the City should require the developer to City shall determine that the plans meet the requirements of work closely with the Community Services Division of the Oakland Police Department in designing the project to optimize lighting, access control and security for crime prevention. Some of these design practices are described below:</i>	LS

S = Significant; LS = Less than Significant

Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
(2-5:POLICE-1 continued)	<ol style="list-style-type: none"> 1. Keep fixtures away from trees as they can grow and block out the light. Illuminate shadowy areas. 2. Use ground mounted fixtures that are no higher than 2½-3 feet for paths and walkways if overhead lighting is not available or practical. 3. If a parking lot is located on the premises, place fixtures at all four corners with dual bulbs facing in opposite directions. 4. Keep shrubs and bushes trimmed low depriving criminals of "hiding places." 5. Institute a home and apartment alert group right away for the complex. 	
Schools		
None of the alternatives would have a significant impact on schools.	--	--
Child Care		
Alternatives 2, 3, 4 and 5		
2-5:CHILD-1. The age distribution of the child care center in Alternatives 2, 3, 4 and 5 has not been decided. There is a high demand for infant and school age child care.	2-5:CHILD-1. <i>The City shall require</i> the child care center should to provide primarily all-day care for infants and before- and after-school care for school age children.	LS
2-5:CHILD-2. The child care center in Alternatives 2, 3, 4 and 5 could accommodate a larger day care center than has children in groups larger than have been successful in the area. <i>Parents apparently perceive lower quality care in large groups.</i>	2-5:CHILD-2. The child care center should be divided into sub-centers of approximately 36 children. <i>The City shall require that each child care room or primary group area be limited to 36 children. The occupancy permit shall not be issued for a facility with greater numbers in each child care room or primary group area.</i>	LS

S = Significant; LS = Less than Significant

Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
Parks		
Alternative 2		
<u>2:PARK-1.</u> Alternative 2 would increase park needs by 1.36 acres, but would provide only 0.72 acre of public park and recreation space.	<u>2:PARK-1.</u> The City shall require and determine, prior to the approval of the project plans, that the developer has A added 0.64 acres of recreational space for a total of 1.36 acres. This would reduce the number of duplex units by 8, from 84 to 76.	LS
Alternative 4		
<u>4:PARK-1.</u> Alternative 4 would increase park needs by 1.45 acres, but would provide only 0.67 acre of public park and recreation space.	<u>4:PARK-1.</u> The City shall require the developer to A add 0.62 acres of recreational space for a total of 1.96 acres. This would reduce the number of duplex units by 18, from 70 to 52. Project plan approval by the City shall be based on this requirement.	LS
<u>4:PARK-2.</u> In the conceptual plan for Alternative 4, the location of the park obstructs access from the senior housing to the park.	<u>4:PARK-2.</u> Prior to the approval of the project plans, the developer shall L locate the park so that residents of the existing building can reach the park without leaving the site.	LS
Alternative 5		
<u>5:PARK-1.</u> The park's proximity to Martin Luther King, Jr. Way could make it unsafe for young children.	<u>5:PARK-1.</u> The City shall require and prior to the approval of the project plans, the City shall determine, that the design for A any play area designed for young children should have includes an attractive low fence or hedge separating it from Martin Luther King, Jr. Way.	LS
<u>5:PARK-2.</u> Although Alternative 5 would meet the quantitative requirements for a park, it would not provide a very useable park space.	<u>5:PARK-2.</u> In Alternative 5, The City shall require and prior to the approval of the project plans, the City shall determine that increase the width of the park in the courtyard near the southern portion of the site has been increased and that the move parking from the courtyard to behind (east of) the building.	LS

S = Significant; LS = Less than Significant

Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
VEGETATION AND WILDLIFE		
Alternatives 2, 3, 4 and 5		
<p><u>2-5:VEGWILD-1.</u> Development of all Alternatives could result in the loss of significant species and types of vegetation, in addition to the loss of protected trees with diameters of nine inches or more.</p>	<p><u>2-5:VEGWILD-1a.</u> Require <i>The City shall require the preservation of significant plants on the site. These plants include, at minimum, the yews (<i>Taxus sp.</i>) on the west side of the existing school, the pine west of the tennis courts near 716 Aileen Street, and plantings in the courtyard including the strawberry (<i>Arbutus unedo</i>), wisteria and sycamore. An arborist should shall survey the site and mark trees with diameters of nine inches and important plantings for preservation. Landscape plans should shall incorporate these plantings. Trees and plants should shall be protected during construction. All preserved plants and trees should shall be pruned, rehabilitated and incorporated into a landscape plan for the project. <i>The landscape plan shall not be approved by the City unless these provisions are incorporated.</i></i></p> <p><u>2-5:VEGWILD-1b.</u> The City should ensure that <i>The City shall require the proposed landscape plans for the project to include street trees to meet the City's street tree specifications, and ample landscaping within the project site to improve site appearance, screen unsightly views and shade the proposed parking areas. The City shall not approve the landscape plans if they do not meet these requirements.</i></p>	<p>LS</p>

S = Significant; LS = Less than Significant

Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
CULTURAL RESOURCES		
Alternative 1		
<p><u>1:CULTURE-1:</u> This project alternative has the potential for continued deterioration through neglect. Serious threats to the buildings include water damage, vandalism and arson.</p>	<p><u>1:CULTURE-1:</u> The property owner should <i>City shall</i> inspect the site regularly to assess building condition. These inspections should shall be monthly during the dry season and weekly during the rainy season. Maintenance problems (such as roof leaks) should shall be corrected promptly. In addition to the present level of security (fences with locked gates, alarm system), there should shall be daily site visits by security guards. Eviction of illegal occupants should shall be undertaken promptly. Although these measures would not reduce the effect to a less-than-significant level, they would reduce it somewhat by minimizing threats to the property.</p>	S
Alternative 2		
<p><u>2:CULTURE-1:</u> New construction at the south end of the main building would require the demolition of the manual arts wing.</p>	<p><u>2:CULTURE-1:</u> <i>The City shall require</i>, prior to demolition, HABS documentation of the entire school should to be completed at an appropriate level, to be determined in consultation with the State Historic Preservation Office, the National Park Service, and the City of Oakland and set forth in a Programmatic Agreement <i>Memorandum of Understanding</i>. Copies should shall be made available at the Oakland Public Library. Demolition is an unavoidable significant effect; this mitigation measure would not reduce the effect to a less-than-significant level. (However, if an addition is built elsewhere on the site (see Impact 2-2, below), the manual arts wing would be retained, thus reducing the effect to a less-than-significant level).</p>	S

S = Significant; LS = Less than Significant

Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
<p><u>2:CULTURE-2:</u> A large exterior addition built at the south end of the academic/classroom building would obscure most of the original building's south elevation and a portion of its west elevation, resulting in the destruction of character-defining materials, finishes and features. The integrity of the main public facade would be seriously compromised.</p>	<p><u>2:CULTURE-2:</u> <i>The City shall require the developer to design the addition should be designed and constructed to be compatible with, but clearly differentiated from, the historic building, according the Secretary of the Interior's Standards for Rehabilitation. Further, it should shall be designed only in consultation with an architect specializing in historic architecture, who is approved by the National Park Service and the State Historic Preservation Officer. Such mitigation measures would not reduce the effect to a less-than-significant level; construction of a south addition as proposed in this alternative would constitute an unavoidable significant effect. The City shall not approve architectural plans which do not meet these requirements.</i></p>	S
<p><u>2:CULTURE-3:</u> New construction in the auditorium, library, corridors and stairwells would have a significant effect if it radically changes, obscures, or destroys the spaces, materials, features, or finishes of these character-defining spaces, e.g., the two-story volumes and ornamental trim of the auditorium and library.</p>	<p><u>2:CULTURE-3:</u> <i>The City shall require A all new interior construction in character-defining spaces should to be designed to strictly comply with the Secretary of Interior's Standards and Guidelines. The developer shall reconstruct D deteriorated original features and finishes in the auditorium and library should be reconstructed as necessary. The City shall not approve architectural plans which do not meet these requirements.</i></p>	LS
<p><u>2:CULTURE-4:</u> Construction of parking lots would result in the loss of integrity of the landscaped setbacks at the front and north side. The relationship of the main building to its site would be disrupted.</p>	<p><u>2:CULTURE-4:</u> <i>The City shall require the developer to R relocate the parking lots to the rear of the building. The site plan shall not be approved by the City unless it shows the relocated parking lot.</i></p>	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
2:CULTURE-5: New construction (parking lot, road, park) at the rear of the main building would require the demolition of the gymnasium.	2:CULTURE-5: <i>The City shall require, prior to demolition, HABS documentation of the entire school should shall be completed at an appropriate level to be determined in consultation with the State Historic Preservation Office, the National Park Service, and the City of Oakland and set forth in a Programmatic Agreement Memorandum of Understanding. Copies should shall be made available at sent to the Oakland Public Library (Main Library and Temescal Branch), the State Office of Historic Preservation in Sacramento, and the City of Oakland Office of Planning and Building. Demolition is an unavoidable significant effect; this mitigation measure would not reduce the effect to a less-than-significant level.</i>	S
Alternative 3		
3:CULTURE-1: Construction of a medical rehabilitation facility at the rear of the main building would require the demolition of the gymnasium.	3:CULTURE-1: <i>The City shall require, prior to demolition, HABS documentation of the entire school should to be completed at an appropriate level to be determined in consultation with the State Historic Preservation Office, the National Park Service, and the City of Oakland and set forth in a Programmatic Agreement Memorandum of Understanding. Copies should shall be made available at the Oakland Public Library. Demolition is an unavoidable significant effect; this mitigation measure would not reduce the effect to a less-than-significant level.</i>	S
3:CULTURE-2: New construction in the auditorium, library, corridors and stairwells would have a significant effect if it radically changes, obscures, or destroys the spaces, materials, features, or finishes of these character-defining spaces, e.g., the two-story volumes and ornamental trim of the auditorium and library.	3:CULTURE-2: <i>The City shall require A all new interior construction in character-defining spaces should shall be designed to strictly comply with the Secretary of Interior's Standards and Guidelines. The developer shall reconstruct D deteriorated original features and finishes in the auditorium and library should be reconstructed as necessary. The City shall not approve architectural plans which do not meet these requirements.</i>	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
3:CULTURE-3: Construction of parking lots would result in the loss of integrity of the landscaped setbacks at the front and north side. The relationship of the main building to its site would be disrupted.	3:CULTURE-3: <i>The City shall require the developer to R relocate the parking lots to the rear of the building. The City shall not approve a site plan which does not meet these requirements.</i>	LS
3:CULTURE-4: The medical rehabilitation facility would have a significant impact on the architectural context of existing historic structures because of its height, bulk and proximity to the auditorium/classroom building. Even though the new construction would be located at the rear of the auditorium/classroom building (which is not considered to be character-defining), it would have an impact nevertheless.	3:CULTURE-4: <i>The City shall require T the new building should to be designed according to the Secretary of Interior's Standards; that is, it should shall be compatible with the historic character of the site and existing building. In particular, the height should shall not exceed that of the existing building. Architectural plans, which do not meet these requirements, shall not be approved by the City.</i>	LS
Alternative 4		
4:CULTURE-1: Construction of new housing at the rear of the main building would require the demolition of the gymnasium.	4:CULTURE-1: <i>The City shall require, prior to demolition, HABS documentation of the entire school should to be completed at an appropriate level to be determined in consultation with the State Historic Preservation Office, the National Park Service, and the City of Oakland and set forth in a Programmatic Agreement. Copies should shall be made available at the Oakland Public Library. This mitigation would not reduce the effect to a less-than-significant level.</i>	S
4:CULTURE-2: New construction in the auditorium, library, corridors and stairwells would have a significant effect if it radically changes, obscures, or destroys the spaces, materials, features, or finishes of these character-defining spaces, e.g., the two-story volumes and ornamental trim of the auditorium and library.	4:CULTURE-2: <i>The City shall require all new interior construction in character-defining spaces should shall strictly comply with the Secretary of Interior's Standards and Guidelines. The developer shall reconstruct deteriorated original features and finishes in the auditorium and library should be reconstructed as necessary. Architectural plans, which do not include these requirements, shall not be approved by the City.</i>	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
<u>4:CULTURE-3:</u> Construction of parking lots would result in the loss of integrity of the landscaped setbacks at the front and north side. The relationship of the main building to its site would be disrupted.	<u>4:CULTURE-3:</u> <i>Prior to the approval of the project plans, the City shall determine that the developer has relocated the parking lots to the rear of the building.</i>	LS
Alternative 5		
<u>5:CULTURE-1:</u> New construction in the auditorium, library, corridors and stairwells would have a significant effect if it radically changes, obscures, or destroys the spaces, materials, features, or finishes of these character-defining spaces, e.g., the two-story volumes and ornamental trim of the auditorium and library.	<u>5:CULTURE-1:</u> <i>The City shall require all new interior construction in character-defining spaces should strictly comply with the Secretary of Interior's Standards and Guidelines. The developer shall reconstruct deteriorated original features and finishes in the auditorium and library should be reconstructed as necessary.</i>	LS
<u>5:CULTURE-2:</u> Construction of parking lots would result in the loss of integrity of the landscaped setbacks at the front and north side. The relationship of the main building to its site would be disrupted.	<u>5:CULTURE-2:</u> <i>The City shall require submittal of site plans which show Relocate the parking lots relocated to the rear of the building. The City shall not approve site plans which do not show parking lot relocation as required.</i>	LS
ENERGY		
Alternatives 2-5		
<u>2-5:ENERGY-1.</u> New residential units will increase energy use.	<u>2-5:ENERGY-1.</u> <i>The City shall require All residences should be insulated to be insulated to meet the State Energy Standards contained in Title 24 of the California Administrative Code, and shall include energy-efficient lighting. The City shall not approve architectural plans which do not meet Title 24.</i>	LS
<u>2-5:ENERGY-2.</u> Increased vehicle trips will result in increased energy use.	<u>2-5:ENERGY-2.</u> <i>As a means of reducing vehicular energy use for short trips within the City, the City should consider requiring shall require incentives for reducing the number of trips by employees of retail, office, and community facilities. Such incentives might include passes being issued to employees for public transportation.</i>	LS

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Significant Impacts	Mitigation Measures for Significant Impacts	Potential Significance with Mitigation
SOCIO-ECONOMIC FACTORS		
Alternative 1		
<u>1:ECON-1</u> : The No Project Alternative would not provide new employment opportunities.	No mitigation measure is available under this alternative.	S
Alternative 2		
<u>2:ECON-1</u> . The proposed commercial development may compete with existing commercial development.	<u>2:ECON-1</u> . The City should conduct a market analysis and economic impact study to determine the effects of the proposed new commercial area on the existing commercial uses. Uses which will adversely affect existing business should not be approved.	LS

S = Significant; LS = Less than Significant

Chapter II. Description of Alternatives

Pages 40-44

Tables 3-6 have been revised as shown on the following pages.

Page 61

At the end of the page, the following section has been added:

D. Mitigated Alternative

A Mitigated Alternative has been developed to incorporate many of the mitigation measures recommended for Alternatives 2 through 5. This alternative would provide medical and other uses similar to those in Alternative 3: Medical Rehabilitation, and a site plan similar to that of Alternative 2: Maximum Conventional Housing and Retail. The medical use would be where the Alternative 2 retail use would have been. The size of the medical facility in the Mitigated Alternative would be between the size of the retail facility in Alternative 2 and the medical facility in Alternative 3, and the number of housing units would be between the numbers of units in Alternatives 2 and 3. Community service facilities would be about the same size as in Alternative 3, and fitness and retail facilities would be smaller than in Alternative 3. Figure 12A shows a conceptual site plan for the Mitigated Alternative.

The Mitigated Alternative would provide:

- A 44,000 square foot, two-story, new medical building for use as a skilled nursing facility, physical rehabilitation center or surgery/recovery center, with a similar use pattern to that of the medical rehabilitation facility in Alternative 3. This facility would be located on the site of the former manual arts wing. Its proposed size would be 10,000 square feet smaller than the medical facility in Alternative 3, and 4,000 square feet larger than the retail facility in Alternative 2.*
- 44 one- or two-story housing units, including duplex and single-family units, on the site of the former athletic field, at a density of approximately 18 units per acre. This represents more housing than in Alternative 3 and less than in Alternative 2.*

Table 3
PROPOSED LAND USES

Land Use	1. No Project	2. Max. Density Conventional Housing and Retail	3. Medical Rehabilitation	4. Senior Housing with Duplexes	5. Maximum Rehabilitation with Low Density Housing	Mitigated Alternative
Retail	---	40,000 SF	15,000 SF	---	---	4,500 SF
Community Services	---	15,000 SF senior center 5,000 SF community use 3,000 SF child care center	15,000 SF senior center 4,000 SF cultural center 5,000 SF child care center 16,000 SF education/ training center	15,000 SF senior center 3,000 SF community use 3,000 SF child care center	15,000 SF senior center 7,000 SF community use 3,000 SF child care center 13,000 SF auditorium	16,000 SF senior center 19,000 SF cultural center 5,500 SF community office/counseling 3,000 SF child development program 8,100 SF child care facility 11,000 SF educational use
Gymnasium	---	---	17,000 SF	---	10,000 SF	10,000 SF youth fitness center
Housing/Academic Building	---	51 1-bedroom units (750 SF each)	---	125 studio units (500 SF each)	56 2-bedroom units (1,100 SF each)	---
Housing/Athletic Field	---	84 2-bedroom units in four-plexes	12 3-bedroom single-family units	70 2-bedroom units in duplexes	16 3-bedroom single-family units	16 3-4 bedroom single-family units and 28 2-3 bedroom units in duplexes
Medical Services	---	---	54,000 SF medical rehabilitation facility 30,000 SF offices 3,000 SF medical library 6,100 SF public clinic	---	---	44,000 SF medical building for skilled nursing facility
Park	---	0.38 acre	0.60 acre	0.33 acre	1.00 acre	0.4 acre
Total Retail	---	40,000 SF	15,000 SF	---	---	4,500 SF
Total Community Services	---	23,000 SF	40,000 SF	21,000 SF	38,000 SF	62,600 SF
Total Gymnasium	---	---	17,000 SF	---	10,000 SF	10,000 SF
Total Housing	---	135 units	12 units	195 units	72 units	44 units
Total Medical Services	---	---	93,100 SF	---	---	44,000 SF
Total Park	---	0.38 acre	0.60 acre	0.33 acre	1.00 acre	0.4 acre

SF = square feet.

Table 4
PROPOSED NUMBER OF PARKING SPACES

Land Use (Parking Requirement)*	1. No Project	2. Max. Density Conventional Housing with Retail	3. Medical Rehabilitation	4. Senior Housing with Duplexes	5. Maximum Rehabilitation with Low Density Housing	Mitigated Alternative
Retail (1 space/ 400 SF)	---	100	38	---	---	92
Community Services	---	15 (senior center) 5 (community use) 3 (child care center)	15 (senior center) 4 (cultural center) 5 (child care center) 16 (educ./training ctr.)	15 (senior center) 3 (community use) 3 (child care center)	15 (senior center) 7 (community use) 3 (child care center) 20 (auditorium)	
Gymnasium	---	---	45	---	45	
Housing/Academic Building (1.5 spaces/non-senior unit)	---	77	---	94	84	---
Housing/Athletic Field (1.5 spaces/unit)	---	126	18	105	24	66
Medical Services	---	---	108 (med. rehab. facility) 60 (medical offices) 6 (medical library) 12 (public clinic)	---	---	92
Park	---	---	---	---	---	--
Total Parking	---	326 spaces	327 spaces	220 spaces	198 spaces	---
Academic Building and Gym Parking	---	200 spaces	309 spaces	115 spaces	174 spaces	184

SF = square feet.

* Parking requirements listed here are from the Oakland Planning Code. The Planning Code does not contain parking requirements for some land uses listed here; in these cases, the proposed number of parking spaces is based on estimates of typical parking demand from the Institute of Transportation Engineers.

Table 5
PROPOSED BUILDING REHABILITATION AND DEMOLITION

Building Element	1. No Project	2. Max. Density Conventional Housing/Max. Retail	3. Medical Rehabilitation	4. Senior Housing with Duplexes	5. Maximum Preservation with Low Density Housing	Mitigated Alternative
Academic Building	remains in existing condition	rehabilitated	rehabilitated	<i>rehabilitated</i>	rehabilitated	<i>rehabilitated</i>
Single-Story Element, Academic Building Rear Wing	remains in existing condition	demolished	rehabilitated	<i>demolished</i>	rehabilitated	<i>demolished</i>
Manual Arts Wing	remains in existing condition	demolished	rehabilitated	<i>demolished</i>	rehabilitated	<i>demolished</i>
Gymnasium	remains in existing condition	demolished	demolished	<i>demolished</i>	rehabilitated	<i>demolished</i>

Table 6
REQUIRED LAND USE DESIGNATION AND ZONING AMENDMENTS

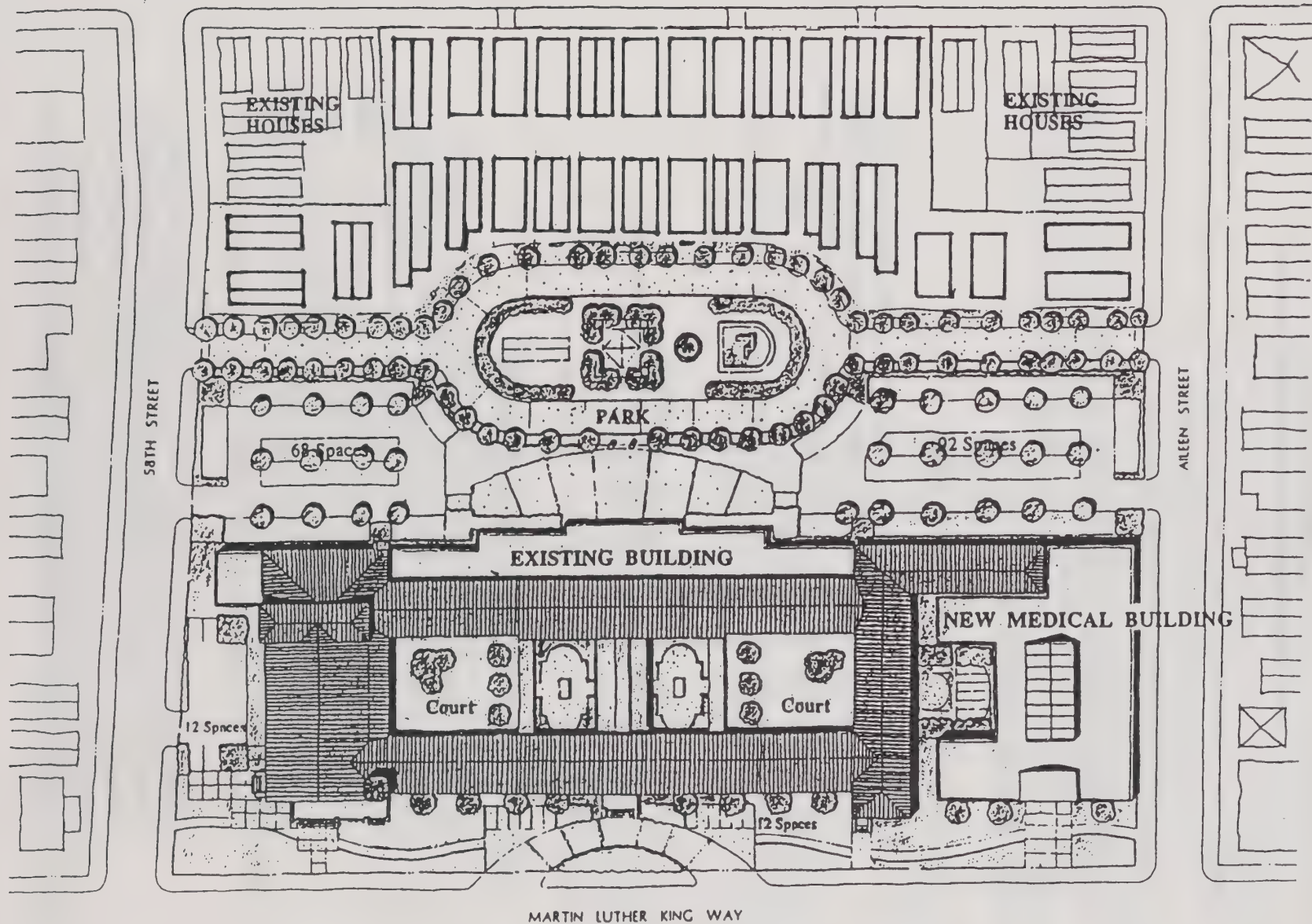
Alternatives	Land Use Amendments	Zoning Amendments
<i>1: No Project</i>	No changes	No changes
<i>2: Maximum Conventional Housing and Retail</i>	Medium Density Residential, Commercial	R-50, C-30-S-13
<i>3: Medical Rehabilitation</i>	Institutional/ Gov't -- Medical	S-1
<i>4: Senior Housing with Duplexes</i>	Medium and High Density Residential	R-50, R-70
<i>5: Maximum Rehabilitation/ Low Density Housing</i>	Low-Medium Density Residential	No changes
<i>Mitigated Alternative</i>	<i>Low-Medium Density Residential, Commercial</i>	<i>R-40, PUD, C-10</i>

- *A 4,500 square foot restaurant or other retail establishment, in the former library area of the academic building, using part of a courtyard for patron seating if a restaurant is built. This alternative represents 10,500 square feet less retail space than in Alternative 3.*
- *A 16,000 square foot senior center on part of the first and second floor of the academic building. This is 1,000 square feet more than in the other alternatives.*
- *An 19,000 square foot cultural center for arts, dance, plays, shows and community activities and education, including the entire auditorium. This facility would be 15,000 square feet larger than the cultural center in Alternative 3.*
- *Approximately 11,000 square feet of educational use by schools and universities, on the second floor of the main academic building. This would be 5,000 square feet smaller than the training center in Alternative 3.*
- *5,500 square feet of community office space for such uses as family counseling and civic activities, in the main academic building.*
- *3,000 square feet for child development programming, such as Head Start, on the first floor of the academic building.*

- *A 8,100 square foot child care facility on the first floor of the academic building, for children of all ages. This would be 5,100 square feet more than Alternative 3.*
- *A 10,000 square foot youth fitness center in classrooms in the main academic building. This would be 7,000 square feet less than Alternative 3.*
- *A 0.4-acre neighborhood park on a portion of the former athletic field, with the same size and location as Alternative 2.*

The Mitigated Alternative would require a General Plan Land Use Map amendment allowing Commercial on the western portion of the site and Low-Medium Density Residential on the eastern portion of the site. It would require rezoning the western portion of the site to C-10. The eastern portion of the site would remain zoned R-40; however, it would require PUD (Planned Unit Development) zoning because it would require a waiver of lot dimensions. Under PUD zoning, buildings may be distributed without reference to lot or block lines, and lot, yard and height dimension requirements may be waived. Section 7812 of the Zoning Ordinance allows a 33 percent increase in the number of residential units if the development contains two or more types of units. These designations are similar to Alternative 2. Table 6 shows General Plan land use changes and zoning district changes that would be required under the Mitigated Alternative.

The Mitigated Alternative has not been reviewed at the level of detail accorded the other alternatives in this EIR/EIS, since it is an amalgamation of the other alternatives and has been formulated specifically to address the impacts of the other alternatives. No further analysis of the Mitigated Alternative is required under CEQA or NEPA, since it is within the range of the other alternatives. Table 44A, in Chapter V, shows the significant impacts that would occur and the mitigation measures that would be required if the Mitigated Alternative were implemented.



MARTIN LUTHER KING, JR. PLAZA
 ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT

City of Oakland

0 25' 50' 100'



BRADY AND ASSOCIATES
 PLANNERS AND LANDSCAPE ARCHITECTS

FIGURE 12A

**Conceptual Site Plan,
 Mitigated Alternative**

**Section IV.A.
Land Use Compatibility and Policy Conformity**

Page 91

Impact 1:LU-1 has been revised as follows:

Impact 1:LU-1. Alternative 1 would result in the buildings remaining in their current dilapidated state, and would postpone indefinitely the re-use that is encouraged by the City's *Policies on Urban Design and Preservation* and Civic and Open Space Land Use Policies.

Mitigation Measure 2:LU-1 has been revised as follows:

Mitigation Measure 2:LU-1. *Prior to approval of the project plans, the City shall require the developer to revise ~~the~~ the site plan of ~~Alternative 2~~ ~~should be redesigned~~ to locate the service bay farther from the proposed residential units. The City shall not approve the site plan until it determines that the loading and service areas have been relocated so as to minimize conflicts between residential and service users.*

Section IV.B. Visual and Urban Design Elements

Page 109

The following mitigation measures have been revised:

Mitigation Measure 2-5:VIS-1a: *Prior to the approval of the project plans, the City shall require the developer to design ~~R~~ residential units. ~~should~~ The City shall not approve the design unless it reflects the single-family and duplex types which are common in the project vicinity. ~~They should~~ Further, the units shall incorporate wood siding or stucco, they shall be of one- and two-story elevations, and their ground floors ~~should~~ shall be raised three to eight feet above grade. Duplex units ~~should~~ shall have symmetrical facades and separate entries facing the street.*

Mitigation Measure 2-5:VIS-1b: *Prior to the approval of the project plans, the City shall require the developer to design ~~R~~ residential units. ~~should not be~~ The City shall not approve the plans if housing types are identical to each other. The architecture ~~should~~ shall maintain the design diversity of the neighborhood in facade and plan development.*

Mitigation Measure 2-5:VIS-2: *Prior to the approval of the project plans, ~~the City should~~ shall require and review landscape plans and side and rear elevations of the project to ensure that visual impacts on 58th and Aileen Streets are kept to a minimum. The following criteria ~~should~~ shall be used in evaluating design proposals.*

- No blank facades ~~should~~ shall face onto public streets. Facades should be articulated with windows, entries and changes in wall plane compatible with the historic character of the building.
- There ~~should~~ shall be at least a 10-foot landscaped buffer between sidewalks and parking lots with one or two rows of parking spaces.
- ~~Require~~ *Plants used in landscaping plans which shall include high-quality street trees, ~~use of~~ retain valuable existing trees, include street lights and street furniture, and the undergrounding of utility lines surrounding the site.*
- ~~The developer's design team should include~~ *plans must be prepared by a landscape architect or urban designer experienced with historic preservation and certified by the American Institute of Certified Planners or licensed as a Landscape Architect.*

Mitigation Measure 2-5:VIS-3: *Prior to the approval of the project plans, the City shall assure that parking lots and off-street parking are screened with landscaping and that ~~Landscape screening and~~ street setbacks ~~should be required~~ are at least 10 feet to mitigate this impact.*

Mitigation Measure 2-5:VIS-4: *The City shall ~~R~~ require detailed design plans. ~~design review for all alternatives.~~ Require The City shall not approve detailed design plans until the plans show landscape screening for parking lots, utility structures and trash and recycling structures. The City shall ~~R~~ require architectural compatibility with the surrounding neighborhood.*

Section IV.C. Population and Housing

Page 120

The fifth paragraph has been revised as follows:

- a. Criteria Used to Determine Significance of Impacts. The following criteria were used to determine significant housing and population impacts:
-

- The proposed project would be inconsistent with City housing goals and objectives.
- ~~The proposed project would not meet existing or projected housing needs within the City.~~
- The project would have an adverse impact on the City's population characteristics.
- The proposed project would adversely impact the jobs/housing balance.

Page 121

The second, third and fourth line have been revised as follows:

(1) Alternative 1: No Project. *The No Project Alternative would not have a housing impact.*

~~Impact 1:HOUS 1. The No Project alternative would not provide housing.~~

~~No mitigation measure is available with Alternative 1.~~

The following mitigation measures have been revised:

Mitigation Measure 2:HOUS-1. The City ~~should~~ *shall* require the inclusion of a *reasonable* ~~some~~ percentage of units affordable to a range of low and moderate income households.

Mitigation Measure 3:HOUS-1. The City ~~should~~ *shall* require the inclusion of a *reasonable* ~~certain~~ percent of units affordable to a range of low and moderate income households.

Mitigation Measure 3:HOUS-2. *Prior to approval of the project plans, the City shall require the developer to change* ~~some~~ *of the single-family units* ~~should be changed~~ *to duplexes.*

Mitigation Measure 5:HOUS-1. The City ~~should~~ *shall* require the inclusion of a ~~certain percent~~ *reasonable percentage* of units affordable to a range of low and moderate income households.

Page 133

Figure 23, 1993 AM Peak Hour Traffic Volumes, has been revised as shown on the following page. At the Shattuck/Alcatraz intersection, the correct volume for westbound right turns is 120. At the Martin Luther King, Jr. Way/52nd Street intersection, the corrected volumes are 1,723 northbound through vehicles and 31 northbound left turns.

Section IV.D. Traffic and Circulation**Page 136**

The sixth paragraph has been revised as follows:

Line 12 is a local bus line serving Dwight Avenue in Berkeley, and Claremont Avenue, 55th Street, Martin Luther King, Jr. Way and 40th Street in Oakland. It stops near the project on Martin Luther King, Jr. Way, north of 52nd Street. It then continues north along Martin Luther King, Jr. Way to 55th street, where it turns to the east, providing access to the Claremont Avenue area and connections to Transbay Bus Lines at the Yerba Buena/San Pablo transfer station. Line 12 operates every 15 minutes during commute periods, every 30 minutes midday and every ~~60~~ 30 minutes after 7:00 p.m.

Page 138

The fourth paragraph has been revised as follows:

The F Line provides transbay bus service between Berkeley and downtown San Francisco. It operates along Market Street in the vicinity of the proposed site. The F Line provides service between 5:00 a.m. and 2:00 a.m. at frequencies of 15 to 20 minutes during commute periods, 15 to ~~20~~ 30 minutes midday and 30 minutes at night.

Page 143

After the first paragraph, the following discussion has been added:

f. Alameda County Congestion Management Program. Sections of the Alameda County Congestion Management Program that are relevant to the proposed project and this EIR/EIS are summarized below:

Chapter 2 Designated Roadway System

Figure 1 shows that I-580, I-880, State Route 24 and I-80 are parts of the Designated Roadway Network. Local governments must maintain level of service standards on these roadways in order to receive gasoline tax subventions under California Government Code 65089.

Chapter 4 Transit Service Standards

Chapter 4 of the CMP states that "in order to further the transit-related goals of the CMP the following actions are necessary: ...

- "Local government should include transit mitigations as part of project EIRs, to the extent consistent with available service, future funding and the proposed project's impacts.*
- "Transit mitigations include more than simply operating buses more frequently over more routes. Providing pedestrian pathways, locating buildings close to streets and major transit routes, providing sidewalks and avoiding "walled" subdivisions, are all examples of measures that can be taken at little cost to encourage transit ridership."*

Chapter 5 Trip Reduction and Travel Demand Element

Chapter 5 quotes the requirements of California Government Code Section 65089 (b) (3) regarding the requirements of a CMP trip reduction and travel demand element:

- "1. Promote alternative transportation methods, such as carpools, van pools, transit and bicycles;*
- "2. Promote improvements in the balance between jobs and housing; and*

- "3. *Promote other strategies, including flexible work hours and parking management programs.*"

Goals for alternative transportation methods include the following:

"Switching to buses or trains, increasing the number of occupants in each vehicle (autos, vans or buses), or increasing the numbers of people walking or bicycling will improve the efficiency of the transportation system during the system's peak periods.

"The Policies and Programs section refers to the Trip Reduction Ordinance (which will automatically apply to any future employers of 100 people on the project site). It also suggests that cities, the county, transit agencies and the private sector adopt the following practices:

"site design standards to benefit transit, pedestrians and cyclists....

"parking management programs (e.g. preferential parking) ...

"transportation marketing centers ("commute stores")"

Chapter 6 Land Use Analysis Program

Chapter 6 of the CMP requires that the CMA review proposed General Plan Amendments, and encourages local jurisdictions to:

- *"consider transit impacts of new developments as part of site "traffic" impact studies.*
- *"include documentation of existing ridership and loads on transit lines serving new development, and assessing the impacts on usage (additional trips) on those lines in the environment impact analysis process.*
- *"Require transit mitigation of new developments, for both capital impacts and possible operational costs, if transit services need to be added or enhanced due to new development. ...*
- *"Include the appropriate transit operators in the subdivision and EIR review process. AC Transit's "Transit Facilities Standards Manual" should be used to address any specific design issues.*
- *"Promote new development along existing and proposed transit routes."*

Chapter 6 also includes an environmental assessment checklist "to provide general guidance to the local jurisdictions regarding design elements that

need to be present in development proposals to facilitate the provision of transit services." The checklist for developments near transit services is quoted below (the first item simply defines "near."):

"2. The number of trips generated by the project and its impact on the existing transit service need to be addressed. If the trips generated cannot be absorbed with the current transit capacity, the environmental document should address ways of mitigating these impacts.

"3. Pedestrian access between the transit service and the development needs to be present. The site plan should provide good access between buildings and from buildings to the transit stops. Sidewalks should be provided on both sides of all streets to provide access to bus stops. Sidewalks should be at least six feet wide and have curb cuts at intersections for handicapped accessibility. Designs that require pedestrians to walk through parking lots to access transit service should be avoided.

"4. Where the environmental document raises the possibility of private shuttle services, an analysis of the cost of providing this service versus subsidizing existing transit service needs to be included."

Page 160

In the second paragraph, the first sentence has been revised as follows:

f. Pedestrian Impacts. The project alternatives would be estimated to generate ~~40~~ 50 (Alternative 5) to ~~430~~ 388 daily pedestrian trips to and from the site, with ~~40~~ 13 to ~~40~~ 97 occurring during peak hours. These numbers are based on the factors given in subsection a.(3) of this impacts discussion regarding travel modes (*four percent of residential trips, nine percent of retail trips and five percent of community/medical trips are estimated to be pedestrian*).

After the fourth paragraph, the following discussion has been added:

(1) Alternative 1: No Project. Alternative 1 would not generate pedestrian traffic. The unused character of the site is not attractive for pedestrians.

(2) Alternative 2: Maximum Conventional Housing and Retail. Alternative 2 would generate approximately 388 daily pedestrian trips. This alternative has good pedestrian access from the senior center to Martin

Luther King, Jr. Way and the northern bus stop, and the midblock street provides direct pedestrian access to 58th and Aileen Streets. The parking lots in front of the retail uses, however, present a barrier to pedestrian access to Martin Luther King Jr. Way and the southern bus stop from the center and southern end of the site.

(3) Alternative 3: Medical Rehabilitation. Alternative 3 would generate approximately 346 daily pedestrian trips. This alternative provides direct access from the new residences to Dover and 58th Streets, but the mid-block location of the medical facility would not be conducive to pedestrian access. Although the park on Aileen Street could provide a pleasant pedestrian path, this access might not be perceived as safe at night. Alternative 3 also places parking between the existing building and almost the entire frontage on Martin Luther King Jr. Way. The senior center is surrounded by parking on two sides, as the parking lot reaches into the courtyard next to the center.

(4) Alternative 4: Senior Housing with Duplexes. Alternative 4 would generate approximately 74 daily pedestrian trips. In this alternative, most of the area in front of the existing building, including the area in front of the senior center, would be landscaped. This would provide pleasant pedestrian access to Martin Luther King, Jr. Way and the two bus stops. The parking on the south end, however, would block pedestrian access from the senior housing on the southern courtyard to Martin Luther King, Jr. Way and the southern bus stop. The residences on the eastern half of the site would have direct pedestrian access to 58th Street, but not to Aileen Street.

(5) Alternative 5: Maximum Preservation with Low Density Housing. Alternative 5 would generate approximately 50 daily pedestrian trips. The linear park in front of the existing building would provide a pleasant pedestrian environment, but the courtyard parking near the senior center would block pedestrian access from the center to Martin Luther King, Jr. Way and the southern bus stop. The residences on the eastern half of the site would have direct pedestrian access to Dover, 58th and Aileen Streets, but the gymnasium would not.

Page 161

The following discussion has been added to the end of the page.

j. Consistency with the Alameda County Congestion Management Program.

(1) CMP Designated Roadway System. Traffic from the proposed project would affect some of the roadways that are on the designated roadway network as described in the Alameda County Congestion Management Program. The roadways that would be affected and the direction of travel from the proposed project are listed below:

- I-580 South
- I-880 South
- State Route 24 East
- Interstate 80 West
- Interstate 80 East

The percentage of traffic that would use each of these roads is shown in Table 21 on page 148 of the Draft EIR/EIS. By applying these percentages to the volumes shown in Table 19 on page 144 of the Draft EIR/EIS, one can derive the project volumes shown in Table 25A for each of these roadways.

Table 25A
PROJECT-GENERATED DAILY TRIPS ON
CONGESTION MANAGEMENT PROGRAM DESIGNATED ROADWAYS

<i>CMP Roadway</i>	<i>Alternative 1 No Project</i>	<i>Alternative 2 Maximum Conventional Housing and Retail</i>	<i>Alternative 3 Medical Rehabili- tation</i>	<i>Alternative 4 Senior Housing with Duplexes</i>	<i>Alternative 5 Maximum Preservation with Low Density Housing</i>
<i>I-580 South</i>	0	456	612	157	107
<i>I-880 South</i>	0	455	612	157	107
<i>SR 24 East</i>	0	108	118	47	26
<i>I-80 West</i>	0	214	357	158	91
<i>I-80 East</i>	0	219	407	86	67

Source: Brady and Associates, based on DKS data from Tables 19 and 21.

(2) CMP Transit Service Standards. *Pedestrian access is discussed in subsection f on page 160 of the Draft EIR/EIS. Bus stops may need to be relocated slightly to accommodate driveways. Mitigation measure 2-5:TRA-6 addresses pedestrian access, and mitigation measure 2:TRA-7 addresses transit impacts.*

(3) Trip Reduction and Travel Demand Element. *The proposed project does not promote alternative transportation methods such as carpools, van pools, transit and bicycles. Mitigation Measure 2-5:TRA-8 addresses this impact. All of the alternatives (except Alternative 1) would contain a mix of residential and non-residential uses, promoting a balance between jobs and housing. Flexible work hours and parking management programs would be implemented by future tenants under the City's Trip Reduction Ordinance and the Bay Area Air Quality Management District's Rule 13. Mitigation Measures 2:AIR-2b and 2c require future site tenants to comply with these regulations. Mitigation Measure 2:AIR-2c requires a display for AC Transit information.*

(4) CMP Land Use Analysis Program. *The CMP Land Use Analysis Program requires EIR's to analyze project impacts on transit. Transit impacts are discussed on page 159 of the Draft EIR/EIS. The project would not require added transit service. AC Transit has been included in the EIR/EIS review process. The project would promote development along existing transit routes. Pedestrian access to transit service is addressed on page 160 of the Draft EIR/EIS. Mitigation Measure 2:AIR-2a on page 185 of the Draft EIR/EIS has been revised to state that the feasibility study for a van/jitney service should include a cost and service comparison between jitney service and subsidizing an improvement in AC Transit service.*

Pages 165-167

Some of the traffic and circulation impacts and all of the mitigation measures have been revised as follows:

Impact 1-5:TRA-1. *The Shattuck Avenue and Alcatraz Street intersection is projected to operate at level of service FE during the PM peak hour with traffic from cumulative development even without a project on the site.*

Mitigation Measure 1-5:TRA-1. *The City shall ~~M~~ monitor traffic operations at the intersection and, if necessary, remove parking on the westbound approach on Alcatraz Avenue to provide a right-turn pocket. The modification would result in LOS D operations.*

Mitigation Measure 2-5:TRA-1. *The developer shall ~~Monitor traffic conditions~~ update P.M. traffic counts at the intersection of Martin Luther King, Jr. Way and 52nd Street one year after the occupancy permit is issued and give the data to the City Traffic Engineering and Parking Division. If necessary, the City shall adjust the signal timing to lengthen the cycle length to 110 seconds during the PM peak hour. An operational analysis indicates that this modification would provide LOS D operations.*

Mitigation Measure 2-5:TRA-2. *Prior to approval of the project plans, the City shall review the site plans for pedestrian access. The plans shall not be approved unless they include ~~Provide~~ well-defined, clearly marked, safe pedestrian walkways within the parking lots.*

Mitigation Measure 2-5:TRA-3. *Following completion of the project, the City shall ~~L~~ limit through truck routes to arterial streets in the area, such as Telegraph Avenue, Martin Luther King, Jr. Way north of 51st Street. ~~Prohibit trucks from using Aileen Street west of Telegraph Avenue.~~ Permit truck access via Telegraph Avenue and 55th Street.*

Mitigation Measure 2-5:TRA-4. *The City shall not allow any ~~No permanent-long-term~~ lane closures of Martin Luther King, Jr. Way ~~should be allowed~~ during construction. The developer shall work with the City Traffic Engineering and Parking Division in devising appropriate traffic restrictions. The City shall require the developer to post signs that ~~R~~ require construction employees and construction vehicles to park on-site during construction. The City shall also require the developer to post signs that ~~P~~ prohibit construction vehicles from using 58th, Dover and Aileen Streets to access the project site.*

Mitigation Measure 2-5:TRA-5. *The City shall require the developer to ~~K~~ keep sidewalks adjacent to the site open during the construction period to the extent feasible. If portions of the sidewalks must be closed on a temporary basis during construction of the driveways to the site, such a request must be submitted to the City Office of Planning and Building prior to closure. Approval to close the sidewalk shall be withheld if the submittal does not include and show an alternative pedestrian*

walkway adequately and safely separated from traffic. ~~provide accommodations for pedestrian traffic during the closures.~~

Mitigation Measure 2-5:TRA-6: Prior to approval of the project plans, the City shall require the site plan to emphasize ~~P~~ pedestrian and bicycle orientation of the project. ~~should be emphasized through~~ Plan approval shall be based on provision of the following measures:

- placing a plaza or ~~public~~-open space along Martin Luther King Jr. Way.
- creating a pedestrian and bicycle link between the project and 58th, Aileen and Dover Streets.

Impact 2-5:TRA-7. Alternatives 2-5 could require a slight relocation of the existing bus stops to accommodate driveways.

Mitigation Measure 2-5:TRA-7. If a one or both bus stop(s) need to be relocated, the developer shall submit design plans for the proposed relocation to the Alameda-Contra Costa Transit District (AC Transit) for review. AC Transit will evaluate the plans for compliance with bus stop design standards and requirements issued by the District and federal agencies (including the Americans with Disabilities Act), and will identify any impacts on existing and planned transit service. Construction plans should be modified and implemented according to AC Transit comments.

Impact 2-5:TRA-8. Alternatives 2-5 do not include facilities that promote alternative transportation methods.

Mitigation Measure 2-5:TRA-8a. The City shall require preferential parking for carpools and van pools, including a station for recharging electrical vans. The City shall install a paid parking system in the spaces for single-occupant vehicles. A building permit shall not be issued if these facilities are not shown on construction drawings.

Mitigation Measure 2-5:TRA-8b. The City shall require bicycle racks that accommodate high-quality locks through both the frame and a wheel. Any facility within the project that is designed for 100 or more employees (such as the medical center) shall include showers and clothing lockers. A building permit shall not be issued unless these facilities are shown on construction drawings.

Mitigation Measure 2:TRA-1. ~~Install speed undulations on Dover Street to help control speeding and traffic volumes.~~ *If required by the City, the developer shall install undulations and attendant standard City signs and striping on up to four (4) blocks with a maximum of two (2) undulations per block. The blocks on which undulations shall be considered are as follows:*

*58th Street from M.L. King, Jr. Way to Shattuck Avenue
Aileen Street from M.L. King, Jr. Way to Shattuck Avenue
59th Street from Dover Street to Shattuck Avenue
57th Street from Dover Street to Shattuck Avenue
Dover Street from 55th Street to Alcatraz Avenue*

The blocks, if any, on which the undulations would be installed will be determined solely by the City and will be based on the City's established criteria for undulation installation. The developer shall conduct a "before and after" study on the above streets. The "before" portion of this study shall consist of the collection of 48-hour counts, spot speed surveys, and three-year histories of reported accidents as recorded in the SWITRS records for all of the above blocks. (It would be permissible to limit the collection of 48-hour counts and speed surveys on Dover Street to only three blocks. These blocks would be determined by the Traffic Engineering and Parking Division at a later date.) The "after" portion of this study shall consist of a collection of 48-hour count and spot speed survey data at a maximum four blocks, said blocks being the blocks upon which the City required the developer to install undulations. The "after" study shall be conducted within a four to six month period after the installation of the last undulation or as specified by the Traffic Engineering and Parking Division.

This "before and after" study shall use a methodology acceptable to the City Traffic Engineering and Parking Division in a format acceptable to that Division. For example, all 48-hour counts shall be broken down into hourly and daily increments and shall be clearly labelled, and all spot speed surveys shall consist of a minimum 100 sampled speeds or as agreed to by the Traffic Engineering and Parking Division.

Mitigation Measure 2:TRA-2. *The City shall require 12 additional parking spaces prior to approval of the project plans, the City shall review plans to ensure that the developer has ~~Add~~ added 12 parking spaces to Alternative 2. If some site uses will be in use at different times of day than others, time-shared parking could be used to provide additional spaces.*

Impact 2:TRA-3. *Alternative 2 would generate approximately 388 pedestrian trips, many of which would cross Martin Luther King, Jr. Way. Although this volume is not enough to meet Caltrans-recommended pedestrian signal warrants, it would present a safety hazard.*

Mitigation Measure 2:TRA-3. *The City shall require a pedestrian-actuated traffic signal to accommodate safe pedestrian crossings of Martin Luther King, Jr. Way, at a location to be determined by the City. An occupancy permit shall not be issued until the signal is operated.*

Mitigation Measure 3:TRA-1. ~~Install speed undulations on Dover Street to help control speeding and traffic volumes.~~ *Mitigation Measure 2:TRA-1 shall be implemented.*

Mitigation Measure 3:TRA-2. *The developer shall monitor traffic conditions at the intersection of Martin Luther King, Jr. Way and 55th Street one year after the occupancy permit is issued and give the data to the City. and i If necessary, the City shall adjust the signal timing to lengthen the cycle 110 seconds during the PM peak hour. An operational analysis indicates that this modification would provide LOS D operations.*

Impact 3:TRA-3. *Under Alternative 3, traffic volumes would exceed peak hour warrants during at least one peak hour at all four unsignalized intersections on Martin Luther King, Jr. Way adjacent to the Project at 58th, Arlington, 59th and Aileen Streets.*

Mitigation Measure 3:TRA-3. ~~Install a traffic signal at Aileen Street to provide protected pedestrian crossings to the proposed senior center. A traffic signal at Aileen Street would provide gaps in traffic flow for drivers exiting the Project parking lot opposite 57th Street or Arlington Street.~~ *The developer shall update PM traffic counts at the intersections of Martin Luther King, Jr. Way with 58th, Arlington, 57th and Aileen Streets one year after the occupancy permit is issued and give the data to the City Traffic Engineering and Parking Division. If warranted, the City shall install a signal at one of these intersections at the developer's expense.*

Mitigation Measure 3:TRA-4. *The City shall require the site plan to be modified to add 173 parking spaces. The City shall not approve the project plans until it has reviewed the plans and determined the developer has Add added 173 parking spaces to Alternative 3. This could be*

accomplished by deleting seven of the single-family residential lots, or reducing the parking requirement by deleting 44,000 square feet of medical facility space. If some site uses will be in use at different times of day than others, time-shared parking could be used to provide additional spaces.

Impact 3:TRA-5. Alternative 3 would generate approximately 346 pedestrian trips, many of which would cross Martin Luther King, Jr. Way. Although this volume is not enough to meet Caltrans-recommended pedestrian signal warrants, it would present a safety hazard.

Mitigation Measure 3:TRA-5. Mitigation Measure 2:TRA-3 shall be implemented.

Mitigation Measure 4:TRA-1. ~~Install speed undulations on Dover Street to help control speeding and traffic volumes,~~ Mitigation Measure 2:TRA-1 shall be implemented.

Mitigation Measure 4:TRA-2. ~~Install a pedestrian actuated signal at 58th Street to accommodate safe pedestrian crossings of Martin Luther King, Jr. Way.~~ Mitigation Measure 2:TRA-3 shall be implemented.

Mitigation Measure 5:TRA-1. The City shall require 87 additional parking spaces. The City shall review project plans and prior to approval of the plans, the City shall determine that the developer has ~~Add~~ added 87 parking spaces to Alternative 5. If some site uses will be in use at different times of day than others, time-shared parking could be used to provide additional spaces.

Section IV.E. Air Quality

Pages 184-186

The mitigation measures have been revised as follows:

Mitigation Measure 2:AIR-1a. For ~~A~~ any surface disturbance for foundations or underground utilities, the City shall require the developer ~~should~~ to use adequate watering or other dust palliatives to prevent the formation of a visible dust cloud anywhere at the project site boundary. Availability of non-potable water resources for dust control shall be investigated and such resources used if they are available within a reasonable distance from the project site. A hauling distance in excess of one mile one way would create additional vehicular exhaust pollution that may offset any water-saving benefit.

Mitigation Measure 2:AIR-1b. *The City shall require the developer to ~~W~~ wash or sweep public streets to a distance of 250 feet from any project access point at the end of each workday and at any time that there is visible dirt on public roads at that time when demolition or excavation are in progress.*

Mitigation Measure 2:AIR-1c. *The City shall require that during construction, ~~Do not operate~~ equipment such as generators or compressors shall not be operated within 50 feet of any occupied home except in an emergency. Trucks shall not idle within 50 feet of any home for more than two (2) minutes and for more than ten (10) minutes anywhere on the project site before turning off their engines.*

Mitigation Measure 2:AIR-1d. *The City shall require the developer to discontinue ~~D~~ dust generation activities such as earthmoving, excavation or structural demolition ~~should be discontinued~~ when average hourly wind speed exceeds 25 mph because of the reduction in effectiveness of dust control procedures under high wind conditions.*

Mitigation Measure 2:AIR-2a. *The City shall require the developer to ~~C~~ conduct a feasibility study for the possibility of using a van/jitney service to bring adults to the community services proposed for this project -- particularly to and from the senior center. The feasibility study shall include a cost and service comparison between jitney service and subsidizing an improvement in AC Transit service. The developer shall either provide a jitney for Senior Center activities or subsidize AC Transit lines serving the site.*

Mitigation Measure 2:AIR-2b. *The City shall require the developer to submit a sample lease which includes a provision which requires ~~A~~ any user that has more than 100 employees ~~should~~ to appoint an employee transportation coordinator to disseminate information on non-single occupant vehicle modes of site access. No space may be leased until the language in the lease has been reviewed and approved by the City.*

Mitigation Measure 2:AIR-2c. *The City shall require the developer to make A/C Transit information (routes, schedules, fares) ~~should be~~ readily available from an on-site display and at a bus shelter constructed at the existing bus stop. The information shall be submitted to the City for review and approval. An occupancy permit shall not be issued until the travel program has been approved.*

Mitigation Measure 2:AIR-2d. *The developer shall ~~R~~ require site tenants to comply with any requirements established by a potential future basinwide trip reduction ordinance (TRO) if a TRO is promulgated as part of the implementation of the 1991 Clean Air Plan.*

The effectiveness of transportation control measures (TCMs) varies among projects, but they generally are not able to create a sufficiently substantial emissions reduction to change the conclusions regarding impact significance. Based on historical measures of TCM effectiveness, the above mitigation measures will not reduce project-related mobile source emissions to below the BAAQMD-suggested threshold of significance.

Mitigation Measure 2:AIR-3. *The City shall require the developer to integrate ~~E~~ energy conservation measures ~~should be integrated~~ into site design to achieve energy utilization that is five (5) percent less than that allowed by Title 24 of the California Code of Regulations. The City shall not approve project plans unless the plans achieve this requirement.*

Section IV.F. Noise

Pages 206-209

The following mitigation measures have been revised.

Mitigation Measure 2:NOISE-1a. *The City shall require the operation of heavy equipment during project construction ~~should to~~ be limited to the daytime working hours (~~8:00~~ 7:30 am to ~~5:00~~ 7:30 pm, Monday through ~~Friday~~ Saturday) to minimize potential disturbance of adjacent residents. Stationary noise sources ~~should~~ shall be located as far from adjacent residences as possible. If they must be located within 200 feet of any residences, they ~~should~~ shall be adequately muffled and enclosed within temporary sheds if possible.*

Mitigation Measure 2:NOISE-1b. *The City shall require equipment used for project construction ~~should to~~ use noise control techniques such as improved mufflers, equipment redesign, use of silencers, ducts, and mufflers in order to minimize construction noise impacts.*

Mitigation Measure 2:NOISE-1c. *The City shall require construction noise ~~should to~~ be minimized by requiring the developer to submit*

contract documents which require the project contractors to ~~agree to~~ implement the following measures:

- a. Use of state-of-the-art muffling techniques and equipment;
- b. Selection of quieter procedures such as drilling rather than using impact equipment;
- c. Use of quiet machines;
- d. Elimination of unnecessary idling of equipment;
- e. Limitation of simultaneous operation of different pieces of noise-producing equipment.

A building permit shall not be issued until the City has reviewed and approved the documents which include such a clause.

Mitigation Measure 2:NOISE-2. *The City shall require the developer to design the ~~P~~ project ~~should be designed~~ to meet Title 25 requirements to keep interior noise below 45 dBA (CNEL). Noise abatement measures ~~should~~ shall include installation of interior acoustical walls, additional insulation, or double-glazed windows. If noise levels only exceed the 60 dBA criteria with the windows open, the residential units facing Martin Luther King Jr., Way could be designed with fixed windows and mechanical air ventilation, or with conventional windows and mechanical air ventilation so that residents would have the option of opening windows during quieter periods. The City shall not approve construction drawings which do not meet these requirements.*

Mitigation Measure 2:NOISE-3a. *The City shall prohibit truck deliveries ~~should~~ shall be prohibited during the evening and nighttime hours (between ~~7:00~~ 7:30 pm and ~~7:00~~ 7:30 am).*

Mitigation Measure 2:NOISE-3b. *Prior to approval of the project plans, the City shall require the developer to locate the ~~S~~ solid waste disposal and collection areas ~~should be located~~ as far from existing and project residences as possible to minimize the potential for disturbance. Solid waste collection ~~should~~ shall be prohibited during the evening nighttime hours (between ~~7:00~~ 7:30 pm and ~~7:00~~ 7:30 am). The City shall not approve project plans unless they show these facilities as required.*

Mitigation Measure 2:NOISE-3c. *The City shall require project maintenance activities (sweeping, use of blowers, etc.) ~~should~~ to be limited to daytime hours (~~7:00~~ 7:30 am to ~~7:00~~ 7:30 pm). All in maintenance equipment ~~should~~ shall be fitted with ~~adequate~~ mufflers and enclosures to minimize noise.*

Mitigation Measure 2:NOISE-3d. *The City shall impose the following conditions of approval.* If any cooling fans or any other fixed-equipment which generate noise are located on the roofs of project buildings, ~~they should be~~ *they shall be located* at least 200 feet from adjacent residences and completely shielded from residential areas. To adequately shield residences, enclose at least three sides of the noise-generating equipment which face residences with a solid barrier made of plywood or other material. This barrier ~~should~~ *shall* be at least one-foot higher than the top of the fan since it is the fan, not the motor, which produces the most noise. In addition, baffling ~~should~~ *shall* be used to direct noise upward away from adjacent uses. *The City shall not approve construction plans unless they show these facilities as required.*

Fans or fixed equipment on the ground tend to be louder, due to noise reflection off walls and paved surfaces. ~~Therefore~~ Any equipment on the ground ~~should~~ *shall* be enclosed on all four sides with a solid barrier at least six feet high. These guidelines should be considered the most conservative since noise generated by fans and fixed equipment can vary substantially. If quieter equipment is used in the project, required setbacks and enclosures may not need to be as stringent. Therefore, the project sponsor ~~should~~ *shall* have an acoustical analysis prepared by a qualified consultant when specific project information (e.g., types and locations of cooling fans, truck loading and delivery activities, etc.) becomes available to evaluate appropriate mitigation based on the specific types of equipment actually used. *The City shall not approve construction plans unless they show these facilities as required.*

Mitigation Measure 4:NOISE-2a. *The City shall require the developer to design the P project ~~should be designed~~ to meet Title 25 requirements so that interior noise levels would not exceed 45 dBA (CNEL).* Noise abatement measures could include installation of interior acoustical walls, additional insulation, or double-glazed windows. If noise levels only exceed the 60 dBA criteria with the windows open, the residential units facing Martin Luther King Jr., Way could be designed with fixed windows and mechanical air ventilation, or with conventional windows and mechanical air ventilation so that residents would have the option of opening windows during quieter periods. *Project plan approval by the City shall be based on these design requirements.*

Mitigation Measure 5:NOISE-2. *The City shall require the developer to design the P project ~~should be designed~~ to meet Title 25 requirements so*

that interior noise levels would not exceed 45 dBA (CNEL).
Construction plans shall not be approved unless this requirement is met.

Section IV.G Geology, Seismicity and Hydrology

Page 215

The second paragraph has been revised as follows:

a. Alternative 1: No Project. The main building has been declared unsafe from a seismic safety standpoint *for occupation as a school under the standards of the Field Act.*¹¹ The project site is located approximately 2 miles from the Hayward Fault and would be subject to seismic activity from that or any of the other nearby active or potentially active faults. Groundshaking from a seismic event could potentially result in further structural damage. *(Although the building has not been damaged by earthquakes, it has been damaged by neglect and vandalism.)*

¹¹ Ratcliff, Slama, Cadwalader Architects, A Report on Seismic Investigation and Rehabilitation, Merritt College, September 8, 1969.

Page 216

After the second paragraph, the following discussion has been added:

(4) Runoff and Water Quality. *Runoff from the urbanized portions of the Bay Area contains automotive and other chemicals, which are carried to the Bay. Automobiles parked on the site would generate oils that could be carried into the storm drains, adding incrementally to the pollution entering the Bay. The amount of pollution from this site would be a very small proportion of the pollution from Oakland and the Bay Area as a whole.*

Page 217

Mitigation Measure 1:SEISMIC-1 has been revised as follows:

Mitigation Measure 1:SEISMIC-1. *The City shall require the existing building ~~should~~ to be seismically reinforced or demolished, following the Historical Building Code, to be in conformance with the City of Oakland*

Policy. Architectural plans shall be reviewed and approved by the City based on that criterion.

Mitigation Measure 2-5:GEOLOGIC-1. *The City shall require a detailed, site-specific geotechnical/soils study ~~should~~ to be submitted with construction plans, ~~required~~ and recommendations to be incorporated into design and construction drawings, to minimize exposure of people and structures to geologic hazards. The City engineer shall not approve the plan if it does not include these recommendations.*

Mitigation Measure 2-5:SEISMIC-1. *The City shall require all structures ~~should~~ to be designed to withstand the effects of a maximum credible earthquake of magnitude 8.3 on the Richter scale. Prior to approval of the project plans, the City engineer shall assure that ~~the~~ structures ~~should be~~ are designed and constructed in compliance with local building codes and the Seismic Safety Element of the Oakland Comprehensive Plan. An occupancy permit shall not be issued until the building inspector has determined that the buildings are constructed according to plans.*

2-5:FLOOD-1. *Prior to approval of the project plans, the City shall require, ~~the~~ the proposed project site plan ~~would need~~ to incorporate on-site drainage features to control surface runoff from the buildings and parking areas. The City shall not approve construction plans if they do not include these facilities.*

After Impact 2-5:FLOOD-1, the following impact statement and mitigation measure have been added:

Impact 2-5:WATER QUALITY-1. *Runoff containing automotive oils would enter storm drains and contribute to the degradation of water quality in the San Francisco Bay.*

Mitigation Measure 2-5:WATER QUALITY-1: *The City shall require the site plans to include greasetraps to prevent pollutants from entering storm drains. The City shall not approve construction plans if they do not include these facilities.*

Section IV.H. Hazardous Materials

Page 220

After the first paragraph, the following paragraph has been added:

Closure of the underground tank at the site has not been completed. Further monitoring at the site is required, with the installation of a monitoring well within ten feet of the former tank location in a verified down-gradient direction. Additional soil samples may also be required, according to the Alameda County Health Care Services Agency.¹

Pages 222-223

In the subsection regarding chemical use within a half-mile of the site, the last two paragraphs of page 222 and the first five paragraphs of page 224 have been revised as follows:

The five known sites, the regulatory lists they appear on, and the status of those lists are:

1. Grant Laboratories, 6020 Adeline Street: CERCLIS⁸ No further action after Preliminary Assessment, 1987; CALSITES⁹ No further action, 1986. This site is 0.3 miles northwest of the project site.

¹ Susan Hugo, Senior Hazardous Materials Specialist, Alameda County Health Care Services Agency, Department of Environmental Health, Division of Hazardous Materials.

⁸ List of contaminated properties compiled by the U.S. Environmental Protection Agency for designation under the federal Superfund Program pursuant to the Comprehensive Environmental Response Compensation and Liability Act (CERCLA). September 1992.

⁹ The California Environmental Protection Agency (Cal-EPA), formerly the Department of Health Services, compiles this database pursuant to Section 253596 of the California Health and Safety Code. June 1992.

2. Chevron, 5509 Martin Luther King, Jr. Way: LUST¹⁰ and Cortese,¹¹ Pollution characterization, groundwater affected, 1990. This site is 0.2 miles south of the project site. *The groundwater flow direction at this site is to the northwest. Quarterly sampling is in effect and six monitoring wells are currently listed.*¹²

3. BP Oil, 5425 Martin Luther King, Jr. Way: LUST and Cortese, Preliminary site assessment underway, groundwater affected, 1990. This site is 0.3 miles south of the project site. *Groundwater flow direction at this site is to the west.*¹³

4. ARCO, 5131 Shattuck Avenue: LUST and Cortese, Excavate and dispose of contaminated soil, 1989. This site is 0.5 miles southeast of the project site. *The groundwater flow direction at this site is to the southwest. Quarterly sampling is in effect and seven monitoring wells are currently installed.*¹⁴

5. Chevron, 5500 Telegraph Avenue: LUST and Cortese, Preliminary site assessment underway, groundwater affected, 1989. This site is 0.5 miles southeast of the project site. *The groundwater flow direction at this site is to the southwest.*¹⁵

The regional direction of groundwater flow is expected to be generally west to southwest from the Berkeley Hills toward the San Francisco Bay. The flow direction at the site could vary from the regional direction because of variations in geologic conditions or nearby groundwater

¹⁰ Database of Leaking Underground Storage Tanks, compiled by the Water Resources Control Board. May 1992.

¹¹ The information on this list is compiled by the State of California, Office of Planning and Research and is a listing of potential and confirmed hazardous waste and substance sites throughout California. November 1990.

¹² Alameda County Health Care Services, Department of Environmental Health, *Quarterly Sampling Report*, September 21, 1993.

¹³ Alameda County Health Care Services, Department of Environmental Health, *Quarterly Sampling Report*, May 18, 1993.

¹⁴ Alameda County Health Care Services, Department of Environmental Health, *Quarterly Sampling Report*, September 9, 1993.

¹⁵ Alameda County Health Care Services, Department of Environmental Health, *Quarterly Sampling Report*, April 19, 1993.

extraction.¹⁶ ~~The contamination from these adjacent sites is not likely to affect the project site.~~

Page 226

After the second paragraph, the following discussion has been added.

(4) Hazardous Materials Used and Generated by Future Uses. *After the proposed project is built, hazardous materials could be used and generated by the uses occupying the site. Residential, community service and retail uses would use cleaning and automotive chemicals, and landscaping areas could involve the use of pesticides. In the quantities and concentrations that would be present in the proposed project, these products would not constitute a public hazard.*

(5) Regulation of Hazardous Materials. *A number of government agencies regulate health hazards. Federal and state Occupational Safety and Health Agencies are responsible for employee health and safety. The U.S. Environmental Protection Agency and California Department of Health Services regulate the handling and disposal of hazardous materials. The California Fire Marshal and the Oakland Fire Department regulate the storage of flammable and combustible materials. The Alameda County Department of Health Services regulates the handling, storage and disposal of hazardous wastes. The National Institutes of Health has guidelines covering infectious materials. The U.S. Department of Transportation regulates the shipping of hazardous materials. The Regional Water Quality Control Board and the Bay Area Air Quality Management District also regulate hazardous materials.*

c. Alternative 3: Medical Rehabilitation. *Medical facilities and pharmacies by nature involve the treatment of infectious and other diseases, often through the use of potentially hazardous chemical, biological, radioactive and other materials. If handled in an inappropriate or illegal manner by untrained personnel, these diseases and hazards could pose a threat to public health and safety. Compliance with federal, state and local regulations reduces these hazards to an acceptable level.*

¹⁶ Harding Lawson Associates, Phase I Preliminary Hazardous Materials Site Assessment, Martin Luther King, Jr. Community Plaza Project, January 10, 1991.

(1) Hazardous Chemical Wastes. Medical laboratories use a variety of organic and inorganic solvents and alcohols. Some solvents could explode or produce toxic fumes if improperly combined, or could be toxic if inhaled, absorbed through the skin or ingested. State and federal regulations require laboratories to provide metal cabinets, fume hoods, eyewash stations and emergency showers as necessary depending on the chemicals in use; to keep Material Safety Data Sheets on file in a centralized accessible area; and to train laboratory workers in the proper storage, use and disposal of these chemicals.

The processing of X-rays produces waste silver, which can degrade water quality if discharged into the sewer system. The State Department of Toxic Substances Control does not yet have regulations regarding silver discharges. The East Bay Municipal Utility District has a limit of 1 milligram per liter of discharge into the sewer system. EBMUD does not currently issue permits for medical or photographic use, but expects to do so in the next two years. The new regulations will probably require the best available control technology.

(2) Biological Wastes. Medical offices generate needles, dressings and other wastes that could contain disease-producing micro-organisms or materials. Federal regulations require these items to be stored in plastic bags and taken to disposal sites where they are autoclaved (heated) or incinerated before being disposed of in landfills.

(3) Radioactive Materials. Radioactive diagnostic and treatment procedures use radioactive isotopes, which could cause cancer if used inappropriately. Federal regulations require users to be trained in radiation protection, and require workers and laboratories to be scanned periodically to detect leaks. Federal regulations also govern the storage, transport and disposal of radioactive wastes.

d. Phase II Site Assessment. Some of the mitigation measures below refer to investigations that should occur as part of a Phase II Hazardous Materials Site Assessment. Lenders generally require developers to conduct Phase II assessments if the Phase I assessment has identified potential for contamination. The developer should conduct a Phase II assessment in this case whether the lender requires it or not. The Phase II assessment for this project should consist of the following steps:

(1) Known Underground Tank. Closure of the underground tank that was found on the site should be completed as directed by the

Alameda County Department of Health Care Services. Closure will require additional soil sampling and groundwater monitoring. Additional cleanup could be required depending on the findings.

(2) Potential Additional Underground Tanks. *The developer should determine whether underground tanks are present near the gymnasium and the former shop. If they are, they should be removed and the contents should be identified. It should be determined whether the tanks were leaking, and soil samples should be analyzed to determine whether contamination exists near the tank(s). The tank(s) should be registered with the Alameda County Department of Health Care Services and cleanup should proceed under their supervision in conjunction with the Regional Water Quality Control Board.*

(3) Greenhouse, Auto Shop and Chemical Laboratory. *Soil samples from the sites of the greenhouse and auto shop, and samples of the floor and walls in the chemistry laboratory, should be analyzed to determine whether hazardous materials are present. If they are, cleanup should proceed under the supervision of the Alameda County Department of Health Services and the Regional Water Quality Control Board.*

(4) Asbestos. *Samples of tiles, flooring and walls should be analyzed to determine whether asbestos is present. If it is, cleanup should proceed under the regulations of the California Safety and Health Agency.*

(5) PCBs. *The PG&E transformer on the site is in a concrete vault at the northwest corner of the gymnasium and the boiler room. During the Phase I assessment, Harding Lawson contacted a PG&E representative who stated that the transformer is used for street lighting near the site, but could not say whether or not PCBs are in the transformer. If the transformer will not be moved or replaced, the Phase II assessment should include having PG&E test the transformer for PCB content, for a fee to be paid by the developer.*

(6) Off-Site Contamination. *A hydrological analysis of the groundwater flow direction under the site should be conducted to determine whether contamination from nearby hazardous wastes sites reaches the project site.*

Page 227

Mitigation Measure 1-5:SITE CONTAM-1 has been revised as follows:

Mitigation Measure 1-5:SITE CONTAM-1. *The City shall require a Phase II assessment to be conducted prior to issuance of a building, grading or demolition permit which includes the following: The developer shall treat ~~the stockpiled soil requires treatment~~ before replacement as fill or disposal in a certified facility. Stockpiled soils ~~should~~ shall be sampled and analyzed to determine appropriate remediation procedures. The existing monitoring well ~~should~~ shall be developed and sampled to ensure that the groundwater has not been affected by releases from the tank. Investigation and remediation of soils and/or groundwater affected by the underground storage tank ~~should~~ shall be conducted under the supervision of the Alameda County Health Care Services, Department of Environmental Health, in conjunction with ~~according to guidelines of the~~ Regional Water Quality Control Board, San Francisco Bay Region (RWQCB) according to RWQCB guidelines, the California Hazardous Substances Underground Tank Act (California Health and Safety Code Section 25280 et seq.), California Code of Regulations titles 22 and 26, the federal Resource Conservation and Recovery Act (U.S. Code Section 6901 et seq.) and the state Porter-Cologne Water Quality Control Act. In addition, the City shall not issue a grading, demolition or building permit, nor should the developer commence any site preparation, demolition or construction work, until the developer presents to the City a letter from the Alameda County Health Care Services, Department of Environmental Health certifying that the developer has satisfactorily completed all detection, cleanup and monitoring activities related to underground tanks on the site.*

Mitigation Measure 1-5:SITE CONTAM-2 has been revised as follows:

Mitigation Measure 1-5:SITE CONTAM-2. *The City shall require, prior to issuing any grading, demolition or building permit, the developer to complete ~~F~~ further investigations and cleanup ~~should be completed~~ to determine whether additional underground tanks are located near the gymnasium or the former auto shop area, and the contents of any such tanks. These investigations shall be part of a Phase II Hazardous Materials Site Assessment. Any identified underground tanks ~~should~~ shall be registered and removed, and soil sampling, groundwater monitoring and cleanup shall be completed, under the supervision of the Alameda County Department of Health Services in conjunction with the*

San Francisco Regional Water Quality Control Board. *The City shall not issue a grading, demolition or building permit, nor shall the developer commence any site preparation, demolition or construction work, until the developer presents to the City a letter from the Alameda County Health Care Services, Department of Environmental Health certifying that the developer has satisfactorily completed all detection, cleanup and monitoring activities related to underground tanks on the site.*

Mitigation Measure 2-5:PUBLIC HEALTH-1 has been revised as follows:

Mitigation Measure 2-5:PUBLIC HEALTH-1: *The City shall require the developer to hire certified asbestos inspectors to investigate ~~the~~ the extent and nature of the asbestos on the site ~~should be investigated by qualified asbestos inspectors~~ based on samples of tiles, flooring and walls as part of a Phase II site assessment. This investigation shall be conducted and results submitted to the City for review and approval prior to any work or demolition being undertaken on the existing buildings. The City shall require the developer to notify contractors and employees of the extent of asbestos in the building, pursuant to the Connelly Act (California Health and Safety Code Subsection 25915 et seq). Implementation of required asbestos abatement procedures, such as containment and/or removal, prior to demolition ~~should~~ shall be required to minimize the risk to workers and the public, in accordance with all federal regulations contained in 29 CFR Section 1910.1001 and 29 CFR Section 1926.58, state laws contained in the California Health and Safety Code section 19827.5, and state regulations contained in 8 CCR 1529 and 8 CCR 341.6-341.14, as administered by the Bay Area Air Quality Management District in conjunction with the State Department of Toxic Substances Control and the state and federal Occupational Health and Safety Administrations. During abatement, air quality samples should be taken and asbestos workers should wear respiratory protection and disposable suits.*

If overlooked asbestos is discovered during renovation, all work shall be stopped and the abatement contractor shall return to remove the asbestos. Any asbestos removed from the site shall be taken to a landfill which has been designated for asbestos disposal. The City shall not issue a grading, demolition or building permit, nor shall the developer commence any site preparation, demolition or construction work, until the developer presents to the City letter from the State Department of Toxic Substances Control and the California Occupational Safety and Health Agency certifying that

the developer has satisfactorily completed all detection, cleanup and monitoring activities related to asbestos in the building and on the site.

Mitigation Measure 2-5:PUBLIC HEALTH-2. *The City shall require the developer's D demolition and rehabilitation activities should to include clean-up and removal of old painted surfaces to eliminate the potential for public exposure to lead-based paints. An occupancy permit shall not be issued until the City determines that these measures have been completed.*

Mitigation Measure 2-5:PUBLIC HEALTH-3. *It is unknown whether or not polychlorinated biphenols (PCBs) are present in the transformer fluid. The City shall require an on-site inspection of the transformer. If the transformer needs to be relocated for development of the site or if there is evidence that oil has leaked from the transformer, If the transformer need not be relocated or upgraded, the developer shall pay for PG&E should to sample the oil to determine the level of PCBs and the subsequent cleanup requirements. Typically, PG&E replaces transformers if they fail or leak. If PCBs are detected at levels exceeding 50 ppm, the transformer should shall be replaced and any spills cleaned up according to EPA regulations. If PCBs are present at levels less than 50 ppm and PG&E determines to continue use of the transformer, then appropriate notification/signage should shall be placed on the transformer specifying the PCB content. The City shall require the developer to ensure that relocation, upgrading or testing and any subsequent actions occur in accordance with the federal Toxic Substances Control Act (15 USC 2061) and regulations contained in 40 CFR§761, as administered by the U.S. Environmental Protection Agency Pesticides and Toxics Section. The City shall not issue a grading, demolition or building permit, nor shall the developer commence any site preparation, demolition or construction work, until the developer presents to the City letter from the U.S. Environmental Protection Agency Pesticides and Toxics Section certifying that the developer has satisfactorily completed all detection, cleanup and monitoring activities related to PCBs in the building and on the site.*

Page 228

After Mitigation Measure 2-5:PUBLIC HEALTH-3, the following impact and mitigation measure have been added:

Impact 2-5:PUBLIC HEALTH-4: The site could contain hazardous chemicals on or near the locations of the former auto shop, the former greenhouse and the chemical laboratory.

Mitigation Measure 2-5:PUBLIC HEALTH-4: The City shall require a Phase II Hazardous Materials Site Assessment of the site, including soil sampling on the former greenhouse and auto shop sites, and floor and wall samples from the chemical laboratory, to determine whether hazardous chemicals are present. If hazardous substances are found, they shall be disposed of under the supervision of the Alameda County Department of Health Services in conjunction with the San Francisco Regional Water Quality Control Board, according to the federal Clean Water Act, the federal Resource Conservation and Recovery Act (U.S. Code Section 6901 et seq.), California Code of Regulations titles 22 and 26, and the state Porter-Cologne Water Quality Control Act. The City shall not issue a grading, demolition or building permit, nor shall the developer commence any site preparation, demolition or construction work, until the developer presents to the City a letter from the U.S. Environmental Protection Agency Pesticides and Toxics Section and the Alameda Health Care Services, Department of Environmental Health certifying that the developer has satisfactorily completed all detection, cleanup and monitoring activities related to pesticides or toxic chemicals in the building and on the site.

Section IV.I. Public Services and Utilities

Pages 229-230

The third paragraph on page 229 and the following paragraph on page 230 have been revised as follows:

EBMUD published the *Updated Water Supply Management Program Draft EIR* in February 1993. EBMUD expects its water needs to increase because the number of customers is projected to increase. In addition, EBMUD foresees a decrease in its supply. For example, use of Mokelumne River water by non-EBMUD users is expected to

increase, allocations for fisheries could increase, and droughts could recur. EBMUD has estimated that it needs an additional 130 thousand acre feet to limit rationing to 25 percent in a worst-case drought scenario. The EBMUD *Draft* EIR examines six alternatives for increasing supply, reducing consumption or both. All but one include conservation and reclamation *beyond existing and adopted levels*, and all six include aqueduct security (for earthquakes) and a Lower Mokelumne River Management Plan. Alternative I, Demand-Side Management, would rely on an aggressive conservation and reclamation program to eliminate the need for a supply increase. Alternative II, Groundwater, would pump water into groundwater basins to store it for use in dry years. Alternative III, Delta Supply, would take water from the Delta. Alternative IV, Groundwater and Folsom South Canal Connection, would supplement groundwater storage with the Folsom South Canal Connection to use EBMUD's American River *contract* water rights. Alternative V, Raise Pardee, would ~~inundate an additional 890 acres above~~ *add 150 thousand acre feet of storage to the existing reservoir*. Alternative VI, Groundwater Only, would rely exclusively on groundwater, without conservation or reclamation. EBMUD's Board of Directors has ~~not yet selected an alternative for implementation~~ *designated Alternatives II, Groundwater, and IV, Groundwater and Folsom South Canal Connection, as preferred alternatives in the Draft EIR/EIS*.

If EBMUD's Updated Water Supply Management ~~Plan~~ *Program* is successful, EBMUD will be able to provide water for the level of development projected by the Association of Bay Area Governments in ~~its~~ EBMUD's service area.

Page 231

The footnote to Table 34, Estimated Water Use, has been revised as follows:

Based on ~~EBMUD~~ *Alameda County Water District* factors of 4,500 gallons *per acre* per day for residential and park use, and 3,000 gallons *per acre* per day for commercial, medial and community uses.

Pages 232-233

Mitigation Measure 2-5:WATER-1 and 2-5:WATER-2 have been revised as follows:

Mitigation Measure 2-5:WATER-1. *The City shall require the installation of fire hydrants and upgrading of water lines as needed to meet fire flow requirements. An occupancy permit shall not be issued until these are installed.*

Mitigation Measure 2-5:WATER-2. *The City shall require ~~The project~~ buildings ~~should~~ to include low-water-using appliances and low-flow faucets, toilets and showers. Project landscape design ~~should~~ shall minimize turf area and maximize the use of drought-resistant plants. The park irrigation system shall be timed to water plants at night, and shall be designed so it can be separated from the potable water system if reclaimed water becomes available in the future. The developer shall provide all these items and the City shall not approve the plans if they are not included.*

Page 239

Mitigation Measure 1:WASTE-1 has been revised as follows:

Mitigation Measure 1:WASTE-1. *The City ~~would~~ shall continue to collect and dispose of litter on the site.*

Mitigation Measure 2-5:WASTE-1 has been revised as follows:

Mitigation Measure 2-5:WASTE-1. *~~A~~ The City shall require the developer to include a recycling pickup system, coordinated among the land uses on the site, ~~should be included~~ in the project design. Prior to issuance of a building permit, the City shall determine that this measure has been included into the project design. Any restaurants should be encouraged to avoid the use of styrofoam to reduce impact on landfills.*

Page 244

Mitigation Measures 1:FIRE-1 and 2, 4 and 5:FIRE-1 have been revised as follows:

Mitigation Measure 1:FIRE-1. *The City shall clear ~~W~~ weeds and brush ~~should be cleared~~ monthly at least 30 feet from existing buildings. Large, clear address signs ~~should~~ shall be provided near the street driveway entrances per Oakland Municipal Code Section 7-2.10. This measure would not reduce the impact to a less than significant level.*

Mitigation Measure 2, 4 and 5:FIRE-1. *The City shall require the developer to ~~I~~ install sprinklers in the residential portion of the existing building in Alternatives 2, 4 and 5. An occupancy permit shall not be issued if the sprinklers are not installed or do not comply with the State Fire Code.*

Mitigation Measure 3:FIRE-1. *Prior to approval of the project plans, the City shall require ~~F~~ the driveways to the Medical Center parking lot ~~should~~ to be designed to be at least 20 feet wide. This would reduce the area of the park slightly. Project plan approval by the City shall depend upon these measures being provided.*

Mitigation Measure 5:FIRE-1. *The City shall require the driveways to the two central parking lots near the gymnasium ~~should~~ to be at least 20 feet wide. A connection between the two parking lots ~~should~~ shall be provided for emergency vehicle use. Project plan approval by the City shall depend upon these measures being provided.*

Mitigation Measure 1:POLICE-1. *The existing alarm system on the site ~~should~~ shall be maintained.*

Mitigation Measure 2-5:POLICE-1. *The City shall require project plans to include adequate lighting and access. Prior to the approval of the project plans, ~~F~~ the City ~~should require the developer to~~ City shall determine that the plans meet the requirements of ~~work closely with the~~ Community Services Division of the Oakland Police Department in designing the project to optimize lighting, access control and security for crime prevention. Some of these design practices are described below:*

1. Keep fixtures away from trees as they can grow and block out the light. Illuminate shadowy areas.

2. Use ground mounted fixtures that are no higher than 2½-3 feet for paths and walkways if overhead lighting is not available or practical.
3. If a parking lot is located on the premises, place fixtures at all four corners with dual bulbs facing in opposite directions.
4. Keep shrubs and bushes trimmed low depriving criminals of "hiding places."
5. Institute a home and apartment alert group right away for the complex.

Page 249

The first paragraph has been revised as follows:

The addition of 8 to 88 new students to the attendance area as a result of the proposed residential development on the site would not be significant, given the excess school capacity of ~~196~~ 184 in the high school, 113 in the middle school and ~~463~~ 64 in the elementary schools. Two portable classrooms are used at the *Washington schools*, and considered as part of the excess capacity calculations.

Page 250

Table 37 has been revised as shown below.

Table 37
SCHOOLS SERVING THE PROJECT SITE

School	Address	Enrollment ^a	Capacity ^b	Difference
Washington Elementary	581-61st Street	376	440	64
Santa Fe Elementary	915 54th Street	382	482	99
Carter Middle	4521 Webster	382	495 483	113 101
Oakland Technical High	4351 Broadway	1,610	1,806	196

^a February 16, 1993, Louise Gordine, Public Information, Oakland Unified School District.

^b February 22, 1993, Robert Long, Coordinator of *Planning Facilities and Government Relations*, Oakland Unified School District.

Source: Brady and Associates.

The mitigation measures and one impact have been revised as follows:

Mitigation Measure 2-5:CHILD-1. The age distribution of the child care center in Alternatives 2, 3, 4 and 5 has not been decided. There is a high demand for infant and school age child care.

Mitigation Measure 2-5:CHILD-1. *The City shall require the child care center ~~should~~ to provide primarily all-day care for infants and before- and after-school care for school age children.*

Impact 2-5:CHILD-2. The child care center in Alternatives 2, 3, 4 and 5 could accommodate ~~a larger day care center than has~~ *children in larger groups than have* been successful in the area. *Parents apparently perceive lower quality care in large groups.*

Mitigation Measure 2-5:CHILD-2. ~~The child care center should be divided into sub-centers of approximately 36 children.~~ *The City shall require that each child care room or primary group area be limited to 36 children. The occupancy permit shall not be issued for a facility with greater numbers in each child care room or primary group area.*

Page 259

The mitigation measures have been revised as follows:

Mitigation Measure 2:PARK-1. *The City shall require and determine, prior to the approval of the project plans, that the developer has ~~A~~ added 0.64 acres of recreational space for a total of 1.36 acres. This would reduce the number of duplex units by 8, from 84 to 76.*

Mitigation Measure 4:PARK-1. *The City shall require the developer to ~~A~~ add 0.62 acres of recreational space for a total of 1.96 acres. This would reduce the number of duplex units by 18, from 70 to 52. Project plan approval by the City shall be based on this requirement.*

Mitigation Measure 4:PARK-2. *Prior to the approval of the project plans, the developer shall ~~L~~ locate the park so that residents of the existing building can reach the park without leaving the site.*

Mitigation Measure 5:PARK-1. *The City shall require and prior to the approval of the project plans, the City shall determine, that the design for*

~~A~~ any play area ~~designed~~ for young children ~~should have~~ includes an attractive low fence or hedge separating it from Martin Luther King, Jr. Way.

Mitigation Measure 5:PARK-2. ~~In Alternative 5,~~ The City shall require and prior to the approval of the project plans, the City shall determine that ~~increase~~ the width of the park in the courtyard near the southern portion of the site ~~has been increased and that the move~~ parking from the courtyard to behind (east of) the building.

Page 260

The following discussion has been added after the first paragraph:

10. Emergency Medical Service

American Medical Response West provides ambulance service to the project area. Based on the project population, the location of the site, and the present call volume in the area, American Medical Response West has determined that none of the alternatives would affect the present emergency medical services adversely.¹⁷

Section IV.J. Vegetation and Wildlife

Page 261

The second paragraph has been revised as follows:

Several trees on the site are of unusual size and maturity for an urban environment. These trees include the yews (*Taxus Baccata*) in front of the school building on Martin Luther King Jr. Way, a large plum (*Prunus spp.*) to the north of the auditorium, a pine tree west of the tennis courts near 715 Aileen Street (*Pinus spp.*) and the strawberry trees (*Arbutus unedo*) and the wisteria vines (*Wisteria chinensis*) in the southernmost interior courtyard. These specimens were probably planted when the building was constructed more than 60 years ago. These specimens represent significant biological resources on the site.

¹⁷ Denis Jackson, Director of Strategic Deployment, American Medical Response West, letter, August 31, 1993.

Page 266

Mitigation Measures 2-5:VEGWILD-1a and 2-5:VEGWILD-1b have been revised as follows:

Mitigation Measure 2-5:VEGWILD-1a. ~~Require~~ *The City shall require the preservation of significant plants on the site. These plants include, at minimum, the yews (*Taxus sp.*) on the west side of the existing school, the pine west of the tennis courts near 716 Aileen Street, and plantings in the courtyard including the strawberry (*Arbutus unedo*), wisteria and sycamore. An arborist ~~should~~ shall survey the site and mark trees with diameters of nine inches and important plantings for preservation. Landscape plans ~~should~~ shall incorporate these plantings. Trees and plants ~~should~~ shall be protected during construction. All preserved plants and trees ~~should~~ shall be pruned, rehabilitated and incorporated into a landscape plan for the project. The landscape plan shall not be approved by the City unless these provisions are incorporated.*

Mitigation Measure 2-5:VEGWILD-1b. ~~The City should ensure that~~ *The City shall require the proposed landscape plans for the project to include street trees to meet the City's street tree specifications, and ample landscaping within the project site to improve site appearance, screen unsightly views and shade the proposed parking areas. The City shall not approve the landscape plans if they do not meet these requirements.*

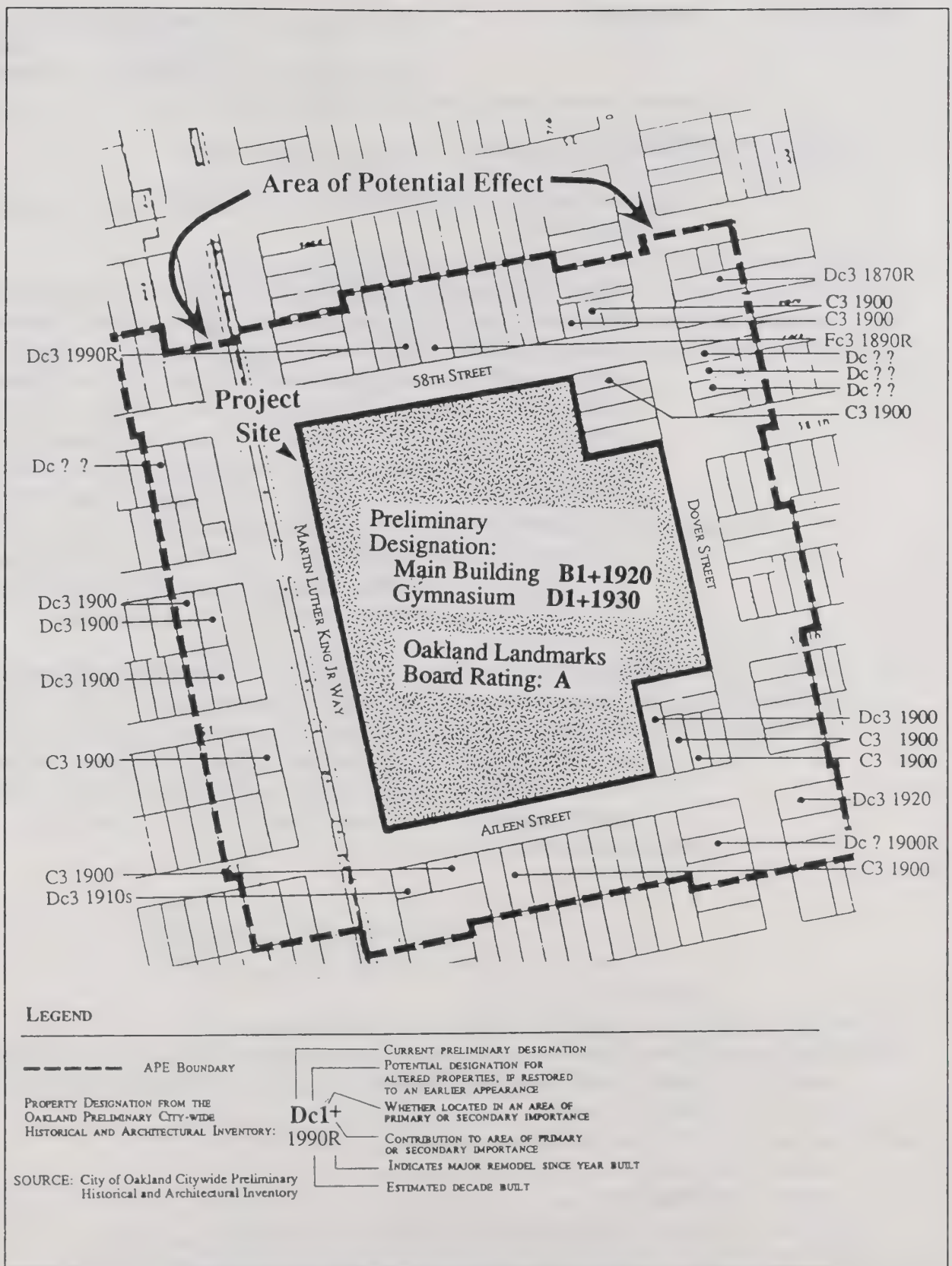
Section IV.K. Cultural Resources**Page 270**

Figure 35 has been updated to include the 1990 Oakland Landmarks Board rating as well as the 1986 Oakland Cultural Heritage Survey preliminary designation.

Page 286

The following sentence has been added to the first paragraph:

In 1986, the Oakland Cultural Heritage Survey had given the main building a preliminary designation of B1+ and the gymnasium a preliminary designation of D1+. As part of the landmark application



MARTIN LUTHER KING, JR. PLAZA

ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT

City of Oakland



BRADY AND ASSOCIATES
PLANNERS AND LANDSCAPE ARCHITECTS

FIGURE 35

Area of Potential Effect

process, the Oakland Landmarks Board conducted a formal, 19-point evaluation of the buildings in 1990, and gave the buildings a rating of A. The Landmarks Board rating system is similar to the Cultural Heritage Survey system, but gives more weight to historic associations (which are often not known at the time of a windshield survey). This site's association with educational innovations in the early 20th Century, and with the Black Panther movement, were not known by the surveyor when the preliminary designation was made.

The fourth paragraph has been revised as follows:

The criteria used to evaluate whether any of the following project alternatives will have a significant effect on University High School are the 1983 *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*. The intent of the *Standards* is the preservation of historic and cultural resources through the preservation of historic materials and features. The *Standards* apply to the exterior (*including interior courtyards*) and interior of buildings; related landscape features and sites; and new construction (attached, adjacent or related). They are commonly used in California and elsewhere in the country to assess the effects of projects on historic and cultural resources. (See Appendix B for a summary listing of the 10 Standards for Rehabilitation.)

Page 290

After the second paragraph, the following sections have been added:

h. Effect on Eligibility for National Register. The significant unavoidable impacts identified on pages 291-293 of the Draft EIR/EIS would be likely to result in a re-evaluation of the eligibility of the property for the National Register. It is impossible to predict whether the Park Service would decide to re-evaluate the property and what its findings would be. The significant unavoidable impacts are the demolition of the gymnasium, the demolition of the manual arts wing and the addition obscuring the manual arts wing. Alternative 2 would have all three of these impacts, and Alternatives 3 and 4 would involve demolition of the gymnasium.

i. Archaeological Resources. The proposed project area contains no recorded prehistoric or historic archaeological sites listed with the

California Archaeological Inventory. The California Ethnic Site Survey lists no cultural resources within the project area. The inventory has no record of an archaeological study of the project area.

In this area of Alameda County, prehistoric archaeological sites are generally located along former or existing watercourses and/or along the edge of former or existing marshes or bayshore. The proposed project area is not within such an environmental setting and there is a low possibility of prehistoric culture resources at this location.¹⁸

Pages 291 and 294

The following mitigation measures have been revised:

Mitigation Measure 1:CULTURE-1: The ~~property owner should~~ City ~~shall~~ inspect the site regularly to assess building condition. These inspections ~~should~~ ~~shall~~ be monthly during the dry season and weekly during the rainy season. Maintenance problems (such as roof leaks) ~~should~~ ~~shall~~ be corrected promptly. In addition to the present level of security (fences with locked gates, alarm system), there ~~should~~ ~~shall~~ be daily site visits by security guards. Eviction of illegal occupants ~~should~~ ~~shall~~ be undertaken promptly. Although these measures would not reduce the effect to a less-than-significant level, they would reduce it somewhat by minimizing threats to the property.

Mitigation Measure 2:CULTURE-1: *The City shall require, prior to demolition, HABS documentation of the entire school ~~should~~ to be completed at an appropriate level, to be determined in consultation with the State Historic Preservation Office, the National Park Service, and the City of Oakland and set forth in a Programmatic Agreement Memorandum of Understanding. Copies ~~should~~ ~~shall~~ be made available at the Oakland Public Library. Demolition is an unavoidable significant effect; this mitigation measure would not reduce the effect to a less-than-significant level. (However, if an addition is built elsewhere on the site (see Impact 2-2, below), the manual arts wing would be retained, thus reducing the effect to a less-than-significant level).*

¹⁸ Brian Torhorst, Researcher, California Archaeological Inventory, Northwest Information Center, Sonoma State University, July 7, 1989.

Mitigation Measure 2:CULTURE-2: *The City shall require the developer to design ~~the addition should be designed and constructed~~ to be compatible with, but clearly differentiated from, the historic building, according the Secretary of the Interior's Standards for Rehabilitation. Further, it ~~should~~ shall be designed only in consultation with an architect specializing in historic architecture, who is approved by the National Park Service and the State Historic Preservation Officer. Such mitigation measures would not reduce the effect to a less-than-significant level; construction of a south addition as proposed in this alternative would constitute an unavoidable significant effect. The City shall not approve architectural plans which do not meet these requirements.*

Mitigation Measure 2:CULTURE-3: *The City shall require ~~A~~ all new interior construction in character-defining spaces ~~should~~ to be designed to strictly comply with the Secretary of Interior's Standards and Guidelines. The developer shall reconstruct ~~D~~ deteriorated original features and finishes in the auditorium and library ~~should be reconstructed~~ as necessary. The City shall not approve architectural plans which do not meet these requirements.*

Mitigation Measure 2:CULTURE-4: *The City shall require the developer to ~~R~~ relocate the parking lots to the rear of the building. The site plan shall not be approved by the City unless it shows the relocated parking lot.*

Mitigation Measure 2:CULTURE-5: *The City shall require, prior to demolition, HABS documentation of the entire school ~~should~~ shall be completed at an appropriate level to be determined in consultation with the State Historic Preservation Office, the National Park Service, and the City of Oakland and set forth in a Programmatic Agreement Memorandum of Understanding. Copies ~~should~~ shall be made available ~~at-sent~~ to the Oakland Public Library (Main Library and Temescal Branch), the State Office of Historic Preservation in Sacramento, and the City of Oakland Office of Planning and Building. Demolition is an unavoidable significant effect; this mitigation measure would not reduce the effect to a less-than-significant level.*

Mitigation Measure 3:CULTURE-1: *The City shall require, prior to demolition, HABS documentation of the entire school ~~should~~ to be completed at an appropriate level to be determined in consultation with the State Historic Preservation Office, the National Park Service, and the City of Oakland and set forth in a Programmatic Agreement*

~~Memorandum of Understanding.~~ Copies ~~should~~ shall be made available at the Oakland Public Library. Demolition is an unavoidable significant effect; this mitigation measure would not reduce the effect to a less-than-significant level.

Mitigation Measure 3:CULTURE-2: *The City shall require A all new interior construction in character-defining spaces ~~should~~ shall be designed to strictly comply with the Secretary of Interior's Standards and Guidelines. The developer shall reconstruct ~~D~~ deteriorated original features and finishes in the auditorium and library ~~should be reconstructed~~ as necessary. Architectural plans shall not be approved by the City which do not meet these requirements.*

Mitigation Measure 3:CULTURE-3: *The City shall require the developer to ~~R~~ relocate the parking lots to the rear of the building. The City shall not approve a site plan which does not meet these requirements.*

Mitigation Measure 3:CULTURE-4: *The City shall require ~~F~~ the new building ~~should~~ to be designed according to the Secretary of Interior's Standards; that is, it ~~should~~ shall be compatible with the historic character of the site and existing building. In particular, the height ~~should~~ shall not exceed that of the existing building. Architectural plans, which do not meet these requirements, shall not be approved by the City.*

Mitigation Measure 4:CULTURE-1: *The City shall require, prior to demolition, HABS documentation of the entire school ~~should~~ to be completed at an appropriate level to be determined in consultation with the State Historic Preservation Office, the National Park Service, and the City of Oakland and set forth in a Programmatic Agreement. Copies ~~should~~ shall be made available at the Oakland Public Library. This mitigation would not reduce the effect to a less-than-significant level.*

Mitigation Measure 4:CULTURE-2: *The City shall require all new interior construction in character-defining spaces ~~should~~ shall strictly comply with the Secretary of Interior's Standards and Guidelines. The developer shall reconstruct deteriorated original features and finishes in the auditorium and library ~~should be reconstructed~~ as necessary. Architectural plans, which do not include these requirements, shall not be approved by the City.*

Mitigation Measure 4:CULTURE-3: *Prior to the approval of the project plans, the City shall determine that the developer has ~~R~~ relocated the parking lots to the rear of the building.*

Mitigation Measure 5:CULTURE-1: *The City shall require all new interior construction in character-defining spaces ~~should~~ shall strictly comply with the Secretary of Interior's Standards and Guidelines. The developer shall reconstruct deteriorated original features and finishes in the auditorium and library ~~should be reconstructed~~ as necessary.*

Mitigation Measure 5:CULTURE-2: *The City shall require submittal of site plans which show ~~Relocate~~ the parking lots relocated to the rear of the building. The City shall not approve site plans which do not show parking lot relocation as required.*

The following impact and mitigation measure have been added:

Impact 2-5:CULTURE-1: *An unknown archaeological site could be discovered during excavation and grading.*

Mitigation Measure 2-5:CULTURE-1: *If an archaeological site is discovered during excavation or grading, the developer should stop work in the vicinity of the find and call an archaeologist to evaluate the find. If the find is determined to be important, it should be avoided or excavated according to Appendix K of the CEQA Guidelines.*

Section IV.L. Energy

Page 297

Mitigation Measure 2-5:ENERGY-1 has been revised as follows:

Mitigation Measure 2-5:ENERGY-1. *The City shall require ~~All~~ residences ~~should be insulated~~ to be insulated to meet the State Energy Standards contained in Title 24 of the California Administrative Code, and shall include energy-efficient lighting. The City shall not approve architectural plans which do not meet Title 24.*

Mitigation Measure 2-5:ENERGY-2. *As a means of reducing vehicular energy use for short trips within the City, the City ~~should consider~~ requiring shall require incentives for reducing the number of trips by*

employees of retail, office, and community facilities. Such incentives might include passes being issued to employees for public transportation.

Chapter V. Comparison of Alternatives

Page 310

The following section has been added after the first paragraph:

F. Mitigated Alternative

The Mitigated Alternative would have the same or a slightly lower level of impacts in most topic areas than Alternative 3: Medical Rehabilitation. This alternative places medical and other non-residential uses similar to those in Alternative 3 on a site plan similar to Alternative 2: Maximum Conventional Residential and Retail. It provides more residential units than Alternative 3 but fewer units than the other alternatives.

Impacts of the Mitigated Alternative to historic resources would be similar to those of Alternative 3. The manual arts wing, the gymnasium and the one-story element at the back of the academic building would be demolished. Most of the landscaping in front of the existing building would be preserved, as in Alternative 5.

Traffic, noise and air quality impacts of the Mitigated Alternative would be slightly less than those of Alternative 2, which are less than those of Alternative 3. The Mitigated Alternative would generate 3,592 daily trips (compared to 4,998 for Alternative 2 and 5,832 for Alternative 3), 472 PM peak hour trips (compared to 498 for Alternative 2 and 718 for Alternative 3), and 192 daily pedestrian trips (compared to 430 for Alternative 2), based on the factors used in Table 19 on page 144 of the Draft EIR.

The total area of buildings in the Mitigated Alternative, including residential and non-residential uses, would be between Alternatives 4 and 5, and much lower than Alternatives 2 and 3. Residential population would be between that of Alternative 2 and Alternative 3. The Mitigated Alternative could generate approximately 272 jobs, based on the factors used in Table 42 on page 301 of the Draft EIR. This number is about halfway between the number of jobs generated by Alternative 2 and the number generated by Alternative 3. The total amount of buildings, population and employment growth under the Mitigated Alternative

would not have a significant impact, as described for the other alternatives in this EIR/EIS.

Although the Mitigated Alternative has been formulated to respond to the impacts associated with the other alternatives, it would have some impacts of its own. The impacts of the Mitigated Alternative would be the same as some of the impacts from the other alternatives. Table 44A lists the impacts that would occur and the mitigation measures that would be required if the Mitigated Alternative were implemented.

Table 44A, shown on the following pages, has been inserted after page 310.

Section F on page 310 has been renumbered as Section G.

Section VI.D. Unavoidable Significant Impacts

Page 314

The first paragraph has been revised as follows:

Alternative 1, No Project, would have significant unavoidable impacts regarding land use compatibility and policy conformance, visual and urban design factors, vegetation and wildlife, housing, fire and police protection, loss of a historic building, and socio-economic factors. Alternatives 2-5 would have significant unavoidable impacts regarding loss of open land, *air pollution from project traffic* and alteration of a historic building and its grounds.

Section VII.D. Distribution List

Page 325

In subsection 4, State of California, the first name has been corrected as follows:

Stead ~~Kreigo~~ Craigo, SHPO, Department of Parks and Recreation.

Table 44A
MITIGATED ALTERNATIVE - REMAINING IMPACTS AND MITIGATION MEASURES

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
LAND USE COMPATIBILITY AND POLICY CONFORMITY			
2-5:LU-1	<u>M:LU-1.</u> Development of the Mitigated Alternative would change the open space character of the paved, fenced east half of the property.	<u>M:LU-1:</u> No mitigation is feasible for loss of open land area.	S
VISUAL AND URBAN DESIGN FACTORS			
2-5:VIS-1	<u>M:VIS-1.</u> Development of the Mitigated Alternative would introduce new residences onto the currently vacant school grounds which face existing houses and could substantially change the character of the neighborhood.	<p><u>M:VIS-1:</u> Prior to the approval of the project plans, the City shall require the developer to design residential units. The City shall not approve the design unless it reflects the single-family and duplex types which are common in the project vicinity. Further, the units shall incorporate wood siding or stucco. Duplex units shall have symmetrical facades and separate entries facing the street.</p> <p><u>M:VIS-1b.</u> Prior to the approval of the project plans, the City shall require the developer to design residential units. The City shall not approve the plans if housing types are identical to each other. The architecture shall maintain the design diversity of the neighborhood in facade and plan development.</p>	LS

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
2-5:VIS-2	<u>M:VIS-2</u> School building facade and landscape rehabilitation fronting on 58th and Aileen Streets would introduce new visual elements which face existing residences and could affect neighborhood character.	<p><u>M:VIS-2</u> Prior to the approval of the project plans, the City shall require and review landscape plans and side and rear elevations of the project to ensure that visual impacts on 58th and Aileen Streets are kept to a minimum. The following criteria shall be used in evaluating design proposals.</p> <ul style="list-style-type: none"> • No blank facades shall face onto public streets. Facades should be articulated with windows, entries and changes in wall plane compatible with the historic character of the building. • There shall be at least a 10-foot landscaped buffer between sidewalks and parking lots with one or two rows of parking spaces. • Plants used in landscaping plans shall include high-quality street trees, retain valuable existing trees, include street lights and street furniture, and the utility lines surrounding the site. • The plans must be prepared by a landscape architect or urban designer experienced with historic preservation and certified by the American Institute of Certified Planners or licensed as a Landscape Architect. 	LS
2-5:VIS-3	<u>M:VIS-3</u> The Mitigated Alternative includes parking lots on 58th Street, Aileen Street and off-street parking at the proposed new residences on the eastern half of the site.	<u>M:VIS-3</u> Prior to the approval of the project plans, the City shall assure that parking lots and off-street parking are screened with landscaping and that street setbacks are at least 10 feet to mitigate this impact.	LS
2-5:VIS-4	<u>M:VIS-4</u> The project has not yet been designed to the level of detail at which the aesthetic effects of design details can be known.	<u>M:VIS-4</u> The City shall require detailed design plans. The City shall not approve detailed design plans until the plans show landscape screening for parking lots, utility structures and trash and recycling structures. The City shall require architectural compatibility with the surrounding neighborhood.	LS

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
POPULATION AND HOUSING			
2:HOUS-1	<u>M:HOUS-1.</u> The Mitigated Alternative may not provide affordable housing.	<u>M:HOUS-1.</u> The City shall require the inclusion of a reasonable percentage of units affordable to arrange of low and moderate income households.	LS
TRAFFIC AND CIRCULATION			
1-5:TRA-1	<u>M:TRA-1.</u> The Shattuck Avenue and Alcatraz Street Intersection is projected to operate at a level of service E during the PM peak hour with traffic from cumulative development, even without a project on the site.	<u>M:TRA-1.</u> The City shall monitor traffic operations at the intersection and, if necessary, remove parking on the westbound approach on Alcatraz Avenue to provide a right-turn pocket. The modification would result in LOS D operations.	LS
2-5:TRA-1	<u>M:TRA-2.</u> Levels of service would decrease at Martin Luther King Jr. Way and 52nd Street under the Mitigated Alternative.	<u>M:TRA-2.</u> The developer shall update P.M. traffic counts at the intersection of Martin Luther King, Jr. Way and 52nd Street one year after the occupancy permit is issued and give the data to the City Traffic Engineering and Parking Division. If necessary, the City shall adjust the signal timing to lengthen the cycle length to 110 seconds during the PM peak hour. An operational analysis indicates that this modification would provide LOS D operations.	LS
2-5:TRA-3	<u>M:TRA-3.</u> Truck service to the Mitigated Alternative could conflict with neighborhood traffic.	<u>M:TRA-3.</u> Following completion of the project, the City shall limit through truck routes to arterial streets in the area, such as Telegraph Avenue, Martin Luther King, Jr. Way north of 51st Street. Permit truck access via Telegraph Avenue and 55th Street.	LS

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
2-5:TRA-4	<u>M:TRA-4.</u> Construction traffic from the Mitigated Alternative could conflict with neighborhood traffic.	<u>M:TRA-4.</u> The City shall not allow any long-term lane closures of Martin Luther King, Jr. Way during construction. The developer shall work with the City Traffic Engineering and Parking Division in devising appropriate traffic restrictions. The City shall require the developer to post signs that require construction employees and construction vehicles to park on-site during construction. The City shall also require the developer to post signs that prohibit construction vehicles from using 58th, Dover and Aileen Streets to access the project site.	LS
2-5:TRA-5	<u>M:TRA-5.</u> Construction could block sidewalks surrounding the site.	<u>M:TRA-5.</u> The City shall require the developer to keep sidewalks adjacent to the site open during the construction period to the extent feasible. If portions of the sidewalks must be closed on a temporary basis during construction of the driveways to the site, such a request must be submitted to the City Office of Planning and Building prior to closure. Approval to close the sidewalk shall be withheld if the submittal does not include and show an alternative pedestrian walkway adequately and safely separated from traffic.	LS
2-5:TRA-7	<u>M:TRA-6.</u> The Mitigated Alternative could require a slight relocation of the existing bus stops to accommodate driveways.	<u>M:TRA-6.</u> If a one or both bus stop(s) need to be relocated, the developer shall submit design plans for the proposed relocation to the Alameda-Contra Costa Transit District (AC Transit) for review. AC Transit will evaluate the plans for compliance with bus stop design standards and requirements issued by the District and federal agencies (including the Americans with Disabilities Act), and will identify any impacts on existing and planned transit service. Prior to issuance of a building permit, construction plans shall be modified according to AC Transit comments.	LS

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
2-5:TRA-8	<i><u>M:TRA-7.</u> The Mitigated Alternative does not include facilities that promote alternative transportation methods.</i>	<p><i><u>M:TRA-7a.</u> The City shall require preferential parking for carpools and van pools, including a station for recharging electrical vans. The City shall install a paid parking system in the spaces for single-occupant vehicles. A building permit shall not be issued if these facilities are not shown on construction drawings.</i></p> <p><i><u>M:TRA-7b.</u> The City shall require bicycle racks that accommodate high-quality locks through both the frame and a wheel. Any facility within the project that is designed for 100 or more employees (such as the medical center) shall include showers and clothing lockers. A building permit shall not be issued unless these facilities are shown on construction drawings.</i></p>	LS
2:TRA-1	<i><u>M:TRA-8.</u> The Mitigated Alternative would increase traffic volumes above 3,000 daily vehicles on Dover Street south of Aileen Street.</i>	<p><i><u>M:TRA-8.</u> If required by the City, the developer shall install undulations and attendant standard City signs and striping on up to four (4) blocks with a maximum of two (2) undulations per block. The blocks on which undulations shall be considered are as follows:</i></p> <p><i>58th Street from M.L. King, Jr. Way to Shattuck Avenue</i> <i>Aileen Street from M.L. King, Jr. Way to Shattuck Avenue</i> <i>59th Street from Dover Street to Shattuck Avenue</i> <i>57th Street from Dover Street to Shattuck Avenue</i> <i>Dover Street from 55th Street to Alcatraz Avenue</i></p>	LS

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
2:TRA-1		<p>The blocks, if any, on which the undulations would be installed will be determined solely by the City and will be based on the City's established criteria for undulation installation. The developer shall conduct a "before and after" study on the above streets. The "before" portion of this study shall consist of the collection of 48-hour counts, spot speed surveys, and three-year histories of reported accidents as recorded in the SWITRS records for all of the above blocks. (It would be permissible to limit the collection of 48-hour counts and speed surveys on Dover Street to only three blocks. These blocks would be determined by the Traffic Engineering and Parking Division at a later date.) The "after" portion of this study shall consist of a collection of 48-hour count and spot speed survey data at a maximum four blocks, said blocks being the blocks upon which the City required the developer to install undulations. The "after" study shall be conducted within a four to six month period after the installation of the last undulation or as specified by the Traffic Engineering and Parking Division.</p> <p>This "before and after" study shall use a methodology acceptable to the City Traffic Engineering and Parking Division in a format acceptable to that Division. For example, all 48-hour counts shall be broken down into hourly and daily increments and shall be clearly labelled, and all spot speed surveys shall consist of a minimum 100 sampled speeds or as agreed to by the Traffic Engineering and Parking Division.</p>	
3:TRA-4, 5:TRA-1	<u>M:TRA-9.</u> The Mitigated Alternative would have a parking shortfall of 112 spaces, according to City ordinances.	<u>M:TRA-9.</u> Provide an additional 112 parking spaces for non-residential uses. This could be achieved by placing a parking lot between the existing building and the park, and eliminating the street west of the park. If some site uses will be in use at different times of day than others, time-shared parking could be used to provide additional spaces.	LS

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
AIR QUALITY			
2:AIR-1	<p><u>M:AIR-1.</u> Mitigated Alternative construction would result in the following impacts:</p> <ul style="list-style-type: none"> • Fugitive dust increasing the basin PM₁₀ burden. • Heavier dust settling out near the project site on cars and other surfaces. • Equipment exhaust emissions. • Off-site "spill-over" effects from dirt spilled or tracked off-site, from congestion effects due to detours or lane closures, or from idling trucks or equipment operating near existing homes. 	<p><u>M:AIR-1a.</u> For any surface disturbance for foundations or underground utilities, the City shall require the developer to use adequate watering or other dust palliatives to prevent the formation of a visible dust cloud anywhere at the project site boundary. Availability of non-potable water resources for dust control shall be investigated and such resources used if they are available within a reasonable distance from the project site. A hauling distance in excess of one mile one way would create additional vehicular exhaust pollution that may offset any water-saving benefit.</p> <p><u>M:AIR-1b.</u> The City shall require the developer to wash or sweep public streets to a distance of 250 feet from any project access point at the end of each workday and at any time that there is visible dirt on public roads at that time when demolition or excavation are in progress.</p> <p><u>M:AIR-1c.</u> The City shall require that during construction, equipment such as generators or compressors shall not be operated within 50 feet of any occupied home except in an emergency. Trucks shall not idle within 50 feet of any home for more than two (2) minutes and for more than ten (10) minutes anywhere on the project site before turning off their engines.</p> <p><u>M:AIR-1d.</u> The City shall require the developer to discontinue dust generation activities such as earthmoving, excavation or structural demolition when average hourly wind speed exceeds 25 mph because of the reduction in effectiveness of dust control procedures under high wind conditions.</p>	LS

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
2:AIR-2	<u>M:AIR-2.</u> Transportation-related air quality impacts would relate to the overdependence on single-occupant vehicles for site access, the considerable distance from the nearest BART stations, and the discouragement of walking a far distance through neighborhoods due to possible safety concerns. Under this alternative, transportation emission sources would exceed the BAAQMD's suggested threshold of significance.	<p><u>M:AIR-2a.</u> The City shall require the developer to conduct a feasibility study for the possibility of using a van/jitney service to bring adults to the community services proposed for this project -- particularly to and from the senior center. The feasibility study shall include a cost and service comparison between jitney service and subsidizing an improvement in AC Transit service. The developer shall either provide a jitney for Senior Center activities or subsidize AC Transit lines serving the site.</p> <p><u>M:AIR-2b.</u> The City shall require the developer to submit a sample lease which includes a provision which requires any user that has more than 100 employees to appoint an employee transportation coordinator to disseminate information on non-single occupant vehicle modes of site access. No space may be leased until the language in the lease has been reviewed and approved by the City.</p> <p><u>M:AIR-2c.</u> The City shall require the developer to make A/C Transit information (routes, schedules, fares) readily available from an on-site display and at a bus shelter constructed at the existing bus stop. The information shall be submitted to the City for review and approval. An occupancy permit shall not be issued until the travel program has been approved.</p>	S

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
2:AIR-2 continued		<p><u>M:AIR-2d.</u> The developer shall require site tenants to comply with any requirements established by a potential future basinwide trip reduction ordinance (TRO) if a TRO is promulgated as part of the implementation of the 1991 Clean Air Plan.</p> <p>The effectiveness of transportation control measures (TCMs) varies among projects, but they generally are not able to create a sufficiently substantial emissions reduction to change the conclusions regarding impact significance. Based on historical measures of TCM effectiveness, the above mitigation measures will not reduce project-related mobile source emissions to below the BAAQMD-suggested threshold of significance.</p>	
2:AIR-3	<u>M:AIR-3.</u> The Mitigated Alternative could have air quality impacts through stationary source emissions.	<u>M:AIR-3.</u> The City shall require the developer to integrate energy conservation measures into site design to achieve energy utilization that is five (5) percent less than that allowed by Title 24 of the California Code of Regulations. The City shall not approve project plans unless the plans achieve this requirement.	LS
NOISE			
2:NOISE-1	<u>M:NOISE-1.</u> Adjacent residences located north, east and south of the project site would be subject to noticeable noise peaks during construction of the Mitigated Alternative.	<p><u>M:NOISE-1a.</u> The City shall require the operation of heavy equipment during project construction to be limited to the daytime working hours (7:30 am to 7:30 pm, Monday through Saturday) to minimize potential disturbance of adjacent residents. Stationary noise sources shall be located as far from adjacent residences as possible. If they must be located within 200 feet of any residences, they shall be adequately muffled and enclosed within temporary sheds if possible.</p> <p><u>M:NOISE-1b.</u> The City shall require equipment used for project construction to use noise control techniques such as improved mufflers, equipment redesign, use of silencers, ducts, and mufflers in order to minimize construction noise impacts.</p>	LS

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
2:NOISE-1 continued		<p><u>M:NOISE-1c.</u> The City shall require construction noise to be minimized by requiring the developer to submit contract documents which require the project contractors to implement the following measures:</p> <ul style="list-style-type: none"> a. Use of state-of-the-art muffling techniques and equipment; b. Selection of quieter procedures such as drilling rather than using impact equipment; c. Use of quiet machines; d. Elimination of unnecessary idling of equipment; e. Limitation of simultaneous operation of different pieces of noise-producing equipment. <p>A building permit shall not be issued until the City has reviewed and approved the documents which include such a clause.</p>	
GEOLOGY, SEISMICITY AND HYDROLOGY			
2-5:GEOLOGIC-1	<u>M:GEOLOGIC-1.</u> Construction of the Mitigated Alternative could expose people and structures to geologic hazards.	<u>M:GEOLOGIC-1.</u> The City shall require a detailed, site-specific geotechnical/soils study to be submitted with construction plans, and recommendations to be incorporated into design and construction drawings, to minimize exposure of people and structures to geologic hazards. The City engineer shall not approve the plan if it does not include these recommendations.	LS
2-5:SEISMIC-1	<u>M:SEISMIC-1.</u> The Mitigated Alternative would be subject to seismic activity from nearby faults.	<u>M:SEISMIC-1.</u> The City shall require all structures to be designed to withstand the effects of a maximum credible earthquake of magnitude 8.3 on the Richter scale. Prior to approval of the project plans, the City engineer shall assure that the structures are designed in compliance with local building codes and the Seismic Safety Element of the Oakland Comprehensive Plan. An occupancy permit shall not be issued until the building inspector has determined that the buildings are constructed according to plans.	LS

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
2-5:FLOOD-1	<u>M:FLOOD-1.</u> The Mitigated Alternative would construct new structures and parking facilities, changing the existing drainage patterns.	<u>M:FLOOD-1.</u> Prior to approval of the project plans, the City shall require, the site plan to incorporate on-site drainage features to control surface runoff from the buildings and parking areas. The City shall not approve construction plans if they do not include these facilities.	LS
2-5:WATER QUALITY-1	<u>M:WATER QUALITY-1.</u> Runoff containing automotive oils would enter storm drains and contribute to the degradation of water quality in the San Francisco Bay.	<u>M:WATER QUALITY-1.</u> The City shall require the site plans to include greasetraps to prevent pollutants from entering storm drains. The City shall not approve construction plans if they do not include these facilities.	LS
HAZARDOUS MATERIALS			
1-5:SITE CONTAM-1	<u>M:SITE CONTAM-1.</u> The site has stockpiled soils with evidence of elevated hydrocarbons.	<u>M:SITE CONTAM-1.</u> The City shall require a Phase II assessment to be conducted prior to issuance of a building, grading or demolition permit which includes the following: The developer shall treat the stockpiled soil before replacement as fill or disposal in a certified facility. Stockpiled soils shall be sampled and analyzed to determine appropriate remediation procedures. The existing monitoring well shall be developed and sampled to ensure that the groundwater has not been affected by releases from the tank. Investigation and remediation of soils and/or groundwater affected by the underground storage tank shall be conducted under the supervision of the Alameda County Health Care Services, Department of Environmental Health, in conjunction with the	LS

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
1-5:SITE CONTAM-2	<u>M:SITE CONTAM-2.</u> The site may have an additional underground tank.	<u>M:SITE-CONTAM-2.</u> The City shall require, prior to issuing any grading, demolition or building permit, the developer to complete further investigations and cleanup to determine whether additional underground tanks are located near the gymnasium or the former auto shop area, and the contents of any such tanks. These investigations shall be part of a Phase II Hazardous Materials Site Assessment. Any identified underground tanks shall be registered and removed, and soil sampling, groundwater monitoring and cleanup shall be completed, under the supervision of the Alameda County Department of Health Services in conjunction with the San Francisco Regional Water Quality Control Board. The City shall not issue a grading, demolition or building permit, nor shall the developer commence any site preparation, demolition or construction work, until the developer presents to the City a letter from the Alameda County Health Care Services, Department of Environmental Health certifying that the developer has satisfactorily completed all detection, cleanup and monitoring activities related to underground tanks on the site.	LS

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
2-5:PUBLIC HEALTH-1	<u>M:PUBLIC HEALTH-1.</u> The existing building at the site has evidence of asbestos-containing materials and could present a health problem.	<u>M:PUBLIC HEALTH-1.</u> The City shall require the developer to hire certified asbestos inspectors to investigate the extent and nature of the asbestos on the site based on samples of tiles, flooring and walls as part of a Phase II site assessment. This investigation shall be conducted and results submitted to the City for review and approval prior to any work or demolition being undertaken on the existing buildings. The City shall require the developer to notify contractors and employees of the extent of asbestos in the building, pursuant to the Connelly Act (California Health and Safety Code Subsection 25915 et seq). Implementation of required asbestos abatement procedures, such as containment and/or removal, prior to demolition shall be required to minimize the risk to workers and the public, in accordance with all federal regulations contained in 29 CFR Section 1910.1001 and 29 CFR Section 1926.58, state laws contained in the California Health and Safety Code section 19827.5, and state regulations contained in 8 CCR 1529 and 8 CCR 341.6-341.14, as administered by the Bay Area Air Quality Management District in conjunction with the State Department of Toxic Substances Control and the state and federal Occupational Health and Safety Administrations. During abatement, air quality samples should be taken and asbestos workers should wear respiratory protection and disposable suits.	LS

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
2-5:PUBLIC HEALTH-1 continued		If overlooked asbestos is discovered during renovation, all work shall be stopped and the abatement contractor shall return to remove the asbestos. Any asbestos removed from the site shall be taken to a landfill which as been designated for asbestos disposal. The City shall not issue a grading, demolition or building permit, nor shall the developer commence any site preparation, demolition or construction work, until the developer presents to the City letter from the State Department of Toxic Substances Control and the California Occupational Safety and Health Agency certifying that the developer has satisfactorily completed all detection, cleanup and monitoring activities related to asbestos in the building and on the site.	
2-5:PUBLIC HEALTH-2	<u>M:PUBLIC HEALTH-2.</u> There may be lead-based paint throughout the existing buildings.	<u>M:PUBLIC HEALTH-2.</u> The City shall require the developer's demolition and rehabilitation activities to include clean-up and removal of old painted surfaces to eliminate the potential for public exposure to lead-based paints. An occupancy permit shall not be issued until the City determines that these measures have been completed.	LS

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
2-5:PUBLIC HEALTH-3	M:PUBLIC HEALTH-3. There is evidence of a subgrade transformer on the site which may or may not contain PCBs.	M:PUBLIC HEALTH-3. It is unknown whether or not polychlorinated biphenols (PCBs) are present in the transformer fluid. The City shall require an on-site inspection of the transformer. If the transformer need not be relocated or upgraded, the developer shall pay for PG&E to sample the oil to determine the level of PCBs and the subsequent cleanup requirements. Typically, PG&E replaces transformers if they fail or leak. If PCBs are detected at levels exceeding 50 ppm, the transformer shall be replaced and any spills cleaned up according to EPA regulations. If PCBs are present at levels less than 50 ppm and PG&E determines to continue use of the transformer, then appropriate notification/signage shall be placed on the transformer specifying the PCB content. The City shall require the developer to ensure that relocation, upgrading or testing and any subsequent actions occur in accordance with the federal Toxic Substances Control Act (15 USC 2061) and regulations contained in 40 CFR§761, as administered by the U.S. Environmental Protection Agency Pesticides and Toxics Section. The City shall not issue a grading, demolition or building permit, nor shall the developer commence any site preparation, demolition or construction work, until the developer presents to the City letter from the U.S. Environmental Protection Agency Pesticides and Toxics Section certifying that the developer has satisfactorily completed all detection, cleanup and monitoring activities related to PCBs in the building and on the site.	LS

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
2-5:PUBLIC HEALTH-4	<u>M:PUBLIC HEALTH-4.</u> The site could contain hazardous chemicals on or near the locations of the former auto shop, the former greenhouse and the chemical laboratory.	<u>M:PUBLIC HEALTH-4.</u> The City shall require a Phase II Hazardous Materials Site Assessment of the site, including soil sampling on the former greenhouse and auto shop sites, and floor and wall samples from the chemical laboratory, to determine whether hazardous chemicals are present. If hazardous substances are found, they shall be disposed of under the supervision of the Alameda County Department of Health Services in conjunction with the San Francisco Regional Water Quality Control Board, according to the federal Clean Water Act, the federal Resource Conservation and Recovery Act (U.S. Code Section 6901 et seq.), California Code of Regulations titles 22 and 26, and the state Porter-Cologne Water Quality Control Act. The City shall not issue a grading, demolition or building permit, nor shall the developer commence any site preparation, demolition or construction work, until the developer presents to the City a letter from the U.S. Environmental Protection Agency Pesticides and Toxics Section and the Alameda Health Care Services, Department of Environmental Health certifying that the developer has satisfactorily completed all detection, cleanup and monitoring activities related to pesticides or toxic chemicals in the building and on the site.	LS
PUBLIC SERVICES AND FACILITIES			
2-5:WATER-1	<u>M:WATER-1.</u> Fire flow probably would not be adequate to meet fire flow requirements for the Mitigated Alternative.	<u>M:WATER-1.</u> The City shall require the installation of fire hydrants and upgrading of water lines as needed to meet fire flow requirements. An occupancy permit shall not be issued until these are installed.	LS

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
2-5:WATER-2	<u>M:WATER-2.</u> The Mitigated Alternative would add to water demand in a district where future demand is projected to exceed existing supply.	<u>M:WATER-2.</u> The City shall require buildings to include low-water-using appliances and low-flow faucets, toilets and showers. Project landscape design shall minimize turf area and maximize the use of drought-resistant plants. The park irrigation system shall be timed to water plants at night, and shall be designed so it can be separated from the potable water system if reclaimed water becomes available in the future. The developer shall provide all these items and the City shall not approve the plans if they are not included.	LS
2-5:WASTE-1	<u>M:WASTE-1.</u> The Mitigated Alternative would result in an increase in the amount of waste going to Altamont Sanitary Landfill.	<u>M:WASTE-1.</u> The City shall require the developer to include a recycling pickup system, coordinated among the land uses on the site, in the project design. Prior to issuance of a building permit, the City shall determine that this measure has been included into the project design. Any restaurants should be encouraged to avoid the use of styrofoam to reduce impact on landfills.	LS

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
2-5:POLICE-1	<u>M:POLICE-1.</u> Lack of adequate lighting and access for security personnel could lead to crime.	<p><u>M:POLICE-1.</u> The City shall require project plans to include adequate lighting and access. Prior to the approval of the project plans, the City shall determine that the plans meet the requirements of the Community Services Division of the Oakland Police Department in designing the project to optimize lighting, access control and security for crime prevention. Some of these design practices are described below:</p> <ol style="list-style-type: none"> 1. Keep fixtures away from trees as they can grow and block out the light. Illuminate shadowy areas. 2. Use ground mounted fixtures that are no higher than 2½-3 feet for paths and walkways if overhead lighting is not available or practical. 3. If a parking lot is located on the premises, place fixtures at all four corners with dual bulbs facing in opposite directions. 4. Keep shrubs and bushes trimmed low depriving criminals of "hiding places." 5. Institute a home and apartment alert group right away for the complex. 	LS
2-5:CHILD-1	<u>M:CHILD-1.</u> The child care center could accommodate a larger day care center than has been successful in the area, due to a perceived lower quality of care in large groups.	<u>M:CHILD-1.</u> The City shall require that each child care room or primary group area be limited to 36 children. The occupancy permit shall not be issued for a facility with greater numbers in each child care room or primary group area.	LS

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
VEGETATION AND WILDLIFE			
2-5:VEGWILD-1	M:VEGWILD-1. Development of the Mitigated Alternative could result in the loss of significant species and types of vegetation, in addition to the loss of protected trees with diameters of nine inches or more.	<p>M:VEGWILD-1a. The City shall require the preservation of significant plants on the site. These plants include, at minimum, the yews (<i>Taxus</i> sp.) on the west side of the existing school, the pine west of the tennis courts near 716 Aileen Street, and plantings in the courtyard including the strawberry (<i>Arbutus unedo</i>), wisteria and sycamore. An arborist shall survey the site and mark trees with diameters of nine inches and important plantings for preservation. Landscape plans shall incorporate these plantings. Trees and plants shall be protected during construction. All preserved plants and trees shall be pruned, rehabilitated and incorporated into a landscape plan for the project. The landscape plan shall not be approved by the City unless these provisions are incorporated.</p> <p>M:VEGWILD-1b The City shall require the proposed landscape plans for the project to include street trees to meet the City's street tree specifications, and ample landscaping within the project site to improve site appearance, screen unsightly views and shade the proposed parking areas. The City shall not approve the landscape plans if they do not meet these requirements.</p>	LS

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
CULTURAL RESOURCES			
2:CULTURE-1	<u>M:CULTURE-1.</u> New construction at the south end of the main building would require the demolition of the manual arts wing.	<u>M:CULTURE-1.</u> The City shall require, prior to demolition, HABS documentation of the entire school to be completed at an appropriate level, to be determined in consultation with the State Historic Preservation Office, the National Park Service, and the City of Oakland and set forth in a Programmatic Agreement. Copies shall be sent to the Oakland Public Library. Demolition is an unavoidable significant effect; this mitigation measure would not reduce the effect to a less-than-significant level.	S
2:CULTURE-2	<u>M:CULTURE-2.</u> A large exterior addition built at the south end of the academic/classroom building would obscure most of the original building's south elevation and a portion of its west elevation, resulting in the destruction of character-defining materials, finishes and features. The integrity of the main public facade would be seriously compromised.	<u>M:CULTURE-2.</u> The City shall require the developer to design the addition to be compatible with, but clearly differentiated from, the historic building, according to the Secretary of the Interior's Standards for Rehabilitation. Further, it shall be designed only in consultation with an architect specializing in historic architecture, who is approved by the National Park Service and the State Historic Preservation Officer. Such mitigation measures would not reduce the effect to a less-than-significant level; construction of a south addition as proposed in this alternative would constitute an unavoidable significant effect. The City shall not approve architectural plans which do not meet these requirements.	S
2:CULTURE-3	<u>M:CULTURE-3.</u> New construction in the auditorium, library, corridors and stairwells would have a significant effect if it radically changes, obscures, or destroys the spaces, materials, features, or finishes of these character-defining spaces, e.g., the two-story volumes and ornamental trim of the auditorium and library.	<u>M:CULTURE-3.</u> The City shall require all new interior construction in character-defining spaces to be designed to comply with the Secretary of Interior's Standards and Guidelines. The developer shall reconstruct deteriorated original features and finishes in the auditorium and library as necessary. The City shall not approve architectural plans which do not meet these requirements.	LS

<i>Previous Impact and Mitigation Number</i>	<i>Impacts</i>	<i>Mitigation Measures for Significant Impacts</i>	<i>Potential Significance with Mitigation</i>
2:CULTURE-5	<u>M:CULTURE-4</u> . New construction (parking lot, road, park) at the rear of the main building would require the demolition of the gymnasium.	<u>M:CULTURE-4</u> . The City shall require, prior to demolition, HABS documentation of the entire school shall be completed at an appropriate level to be determined in consultation with the State Historic Preservation Office, the National Park Service, and the City of Oakland and set forth in a Programmatic Agreement . Copies shall be sent to the Oakland Public Library (Main Library and Temescal Branch), the State Office of Historic Preservation in Sacramento, and the City of Oakland Office of Planning and Building. Demolition is an unavoidable significant effect; this mitigation measure would not reduce the effect to a less-than-significant level.	S
ENERGY			
2-5:ENERGY-1	<u>M:ENERGY-1</u> . New residential units would increase energy use.	<u>M:ENERGY-1</u> . The City shall require all residences to be insulated to meet the State Energy Standards contained in Title 24 of the California Administrative Code, and shall include energy-efficient lighting. The City shall not approve architectural plans which do not meet Title 24.	LS
2-5:ENERGY-2	<u>M:ENERGY-2</u> . Increased vehicle trips would result in increased energy use.	<u>M:ENERGY-2</u> . As a means of reducing vehicular energy use for short trips within the City, the City shall require incentives for reducing the number of trips by employees of retail, office, and community facilities. Such incentives might include passes being issued to employees for public transportation.	LS

Chapter III
LIST OF COMMENTORS

■ ■ ■

A. Written Comments

	<u>Name and Title</u>	<u>Agency</u>
1.	David Farrel, Chief Environmental Review Section	Environmental Protection Agency Office of Federal Activities
2.	Christine Kinne Deputy Director Permit Assistance	Governor's Office of Planning and Research
3.	John B. Lampe Director of Water Planning	East Bay Municipal Utility District
4.	Gail Murray Acting Assistant General Manager	AC Transit Service Development and Marketing
5.	Freddie L. Peoples Lieutenant of Police Community Services Division	City of Oakland Police Department
6.	Cleve Williams Director	City of Oakland Office of Parks and Recreation
7.	Loretta Meyer Port Environmental Assessments Supervisor	Port of Oakland

	<u>Name and Title</u>	<u>Agency</u>
8.	Carolyn E. Douthat Preservation Action Committee	Oakland Heritage Alliance
9.	Robert Brokl and Alfred Crofts	---
10.	Lynne Horiuchi	---
11.	Caitlin and Peter Mitchell-Dayton	---
12.	Richard Sweet	---

Chapter IV

COMMENTS AND RESPONSES

■ ■ ■

This chapter contains copies of letters that were written to comment on the Draft EIR/EIS. Each comment is numbered. Responses to the comments on the Draft EIR/EIS follow each letter, keyed to the comment numbers.

Letters regarding the merits of the proposed project are also included. The National Environmental Policy Act (NEPA) and the California Environmental Protection Act (CEQA) do not require the Final EIR/EIS to respond to these letters because they address the proposed project itself rather than the adequacy of the Draft EIR/EIS.

A. Letters Commenting on the Draft EIR/EIS

■ ■ ■



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX

75 Hawthorne Street
San Francisco, Ca. 94105-3901

September 22, 1993

1
Rec'd 9/24/93

Oakland City Planning Commission
Att. Anu Raud
Environmental Review Coordinator
Oakland Office of Planning and Building
1330 Broadway, Ste. 310
Oakland, CA 94612

Dear Ms. Raud:

1-1

The Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) for the project entitled **Martin Luther King, Jr. Plaza**, in Oakland, California. Our review is provided pursuant to the National Environmental Policy Act (NEPA) [42 USC 4231 et seq.], Council on Environmental Quality (CEQ) regulations [40 CFR Parts 1500-1508] and Section 309 of the Clean Air Act.

The City of Oakland has acquired funds from the U.S. Department of Housing and Urban Development to purchase and redevelop the former University High/Meritt College site in the northern part of Oakland. Alternatives include using the property and facilities for residential housing, a senior citizens center and a medical rehabilitation facility.

Based on our overall review, we have assigned the DEIS a rating of **EC-2 (Environmental Concerns - Insufficient Information)**. This EC-2 Rating is further defined in the attached "Summary of the EPA Rating System." EPA commends the City of Oakland for its extensive outreach and involvement of the local community in the planning of this project. We have assigned the EC-2 rating because the document contains insufficient information regarding the existence and cleanup of hazardous materials and toxic substances and because there is no discussion of pollution prevention and energy conservation measures. Our detailed comments are enclosed.

We appreciate the opportunity to review and provide comments on the DEIS. Please send one copy of the Final Environmental Impact Statement to this office at the same time it is officially filed with our Washington, D.C. office. If you have any questions, please feel free to contact me at (415) 744-1574, or have your staff contact Edward Yates at (415) 744-1571.

Sincerely,

David Farrel (for DF)

David Farrel, Chief
Environmental Review Section
Office of Federal Activities

Enclosure

MI# 1992: MLK.dei

SUMMARY OF RATING DEFINITIONS AND FOLLOW-UP ACTION

Environmental Impact of the Action

LO-Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC-Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

EO-Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU-Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of environmental quality, public health or welfare. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommend for referral to the Council on Environmental Quality (CEQ).

Adequacy of the Impact Statement

Category 1-Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2-Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3-Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From: EPA Manual 1640, "Policy and Procedures for the Review of Federal Actions Impacting the Environment."

POLLUTION PREVENTION/ENERGY CONSERVATION

EPA believes that it is very important for the City of Oakland to implement a full range of pollution prevention measures at any project facilities, including water and energy conservation measures, solid waste recycling, and hazardous waste minimization. The DEIS, however, does not discuss possible approaches and methods to reduce waste. Page 295 of the DEIS does say that energy use affected by housing designs should incorporate energy saving features. Also, in the discussion of nitrous oxides emissions, the DEIS states that optimum energy efficiency should be aggressively pursued (p. 178, 180). There is, however, no discussion or development of these measures.

- 1-2** We encourage the City of Oakland to incorporate pollution prevention measures into the proposed project whenever feasible. The proposed project appears to offer an excellent opportunity for the City of Oakland to implement the Pollution Prevention Act of 1990 [42 U.S.C. 13101]. This law established pollution prevention as a "national objective" and declared that pollution should be prevented or reduced at the source whenever feasible. Pollution that cannot be prevented should be recycled in an environmentally safe manner. Specific pollution prevention measures which you may wish to consider include:

1-3 Water Conservation

- * Installing low-flow toilets,
- * Checking all faucets, pipes and toilets for leaks and repairing those which leak,
- * Performing periodic leak checks [1-2 times per year] at all facility points where leaks may occur,
- * Using plant species that require little water when landscaping,
- * Watering plants slowly and infrequently, using "grey water" as much as legally feasible, and
- * Watering plants at night to minimize evaporation.

1-4 Energy Conservation

- * Using insulation materials when constructing and modifying facilities for housing and military activities,
- * Using solar energy devices, and
- * Using energy efficient devices such as energy-efficient lighting technologies.

1-5 Solid Waste Recycling

- * Undertaking efforts to ensure that paper, aluminum cans, glass bottles, scrap metal and possibly other waste products can be recycled as much as feasible.

1-6 Hazardous Waste Minimization

- * Identifying specific mission activities whereby the use of hazardous materials can be successfully reduced without compromising mission performance or national security,
- * Identifying means to reduce the quantity and toxicity of hazardous waste requiring proper treatment, storage or disposal.

HAZARDOUS MATERIALS

- 1-7 Several possible sources or sites containing hazardous materials or toxic substances are mentioned in Chapter IV, section H, yet the information is completely insufficient to determine the level of environmental impact. On page 219, the DEIS states that there may be an additional underground storage tank. This statement, however, is not confirmed and there is no specific commitment to locating the tank and identifying the material that it held. On
- 1-8 page 221, the DEIS states that there are possible sources of chemicals which include former use of portions of the site for an auto shop, chemistry classroom and a greenhouse. Any chemicals or hazardous materials used in these facilities should be identified and it should be determined to what extent these materials currently exist on the site. If hazardous materials or toxic substances are present, the EIS should also develop specific measures for any necessary removal and transport of these materials.
- 1-9
- 1-10 Potential presence of other specific materials, such as asbestos, should similarly be discussed. On page 221 and 226 the possibility of the existence of polychlorinated biphenols (PCBs) is mentioned. It is very important that the presence of PCBs be evaluated. It is unclear if the site may be contaminated with PCBs due to past leaking and whether the project would require the removal or disturbance of PCBs. This should be thoroughly discussed in the EIS.
- 1-11

If PCBs are presently in use or stored at alternative project sites, the DEIS/R should discuss compliance with U.S. EPA's PCB rule. The DEIS/R should note that the Toxic Substances Control Act (TSCA) and U.S. EPA's PCB rule (40 CFR Part 761) govern the use, storage and disposal of PCBs and PCB-contaminated equipment and substances.

- 1-12 The City of Oakland should contact the California Department of Toxic Substances Control and the Regional Water Quality Control Board regarding their concerns on hazardous substances contamination.

**Response to Letter 1: Environmental Protection Agency,
Office of Federal Activities
David Farrel, Chief, Environmental Review Section**

Response 1-1. Comment noted.

Response 1-2. Pollution Prevention. A discussion of water quality impacts has been added to page 216 of the Draft EIR/EIS. Mitigation measures 2:AIR-1a-d, 2:AIR-2a-d and 2a:AIR-3 on pages 184-186 of the Draft EIR/EIS would minimize air pollution. Minor edits to these measures are shown in chapter II of this EIR/EIS Addendum.

Response 1-3. Water Conservation. Mitigation Measure 2-5:WATER-2 on pages 232-233 specifies water conservation measures. It includes low-flow toilets and drought-resistant landscaping. Leak checks would have to be implemented after project completion, and is not feasible to monitor during plan check and construction. Timed irrigation and plumbing for reclaimed water could be set up during construction; these measures have been added to Mitigation Measure 2-5:WATER-2.

Response 1-4. Energy Conservation. Mitigation Measure 2-5:ENERGY-1 on page 297 of the Draft EIR/EIS specifies insulation as an energy conservation measure. Energy-efficient lighting have been added to this mitigation measure.

Response 1-5. Solid Waste Recycling. Mitigation Measure 2-5:WASTE-1 on page 239 of the Draft EIR/EIS specifies recycling measures. Oakland's recycling program is described on page 237 of the Draft EIR/EIS.

Response 1-6. Hazardous Waste Minimization. A discussion of potential hazardous wastes from proposed uses, and the agencies that regulate them, has been added to page 226 of the Draft EIR/EIS. Minimizing the use of hazardous materials would have to be done by the future occupants of the site, and could not be monitored during plan check and construction of the project.

Response 1-7. Hazardous Materials. Information has been added to pages 222-223 of the Draft EIR/EIS regarding groundwater flow directions and monitoring at the hazardous waste sites near the project site. The statement that contamination from adjacent sites is not likely to affect the project site has been deleted.

Response 1-8. Underground Storage Tank. Mitigation Measure 1-5:SITE CONTAM-2 on page 227 of the Draft EIR/EIS states that further investigations should be completed to determine whether additional underground tanks are located near the gymnasium or the former auto shop area, and that any identified underground tanks should be removed according to RWQCB guidelines. This mitigation measure has been revised to be more specific and complete.

Response 1-9. Chemicals. Impact statement and mitigation measure 2-5:PUBLIC HEALTH-4 have been added to page 228 of the Draft EIR/EIS regarding the potential presence of hazardous chemicals on the site. The mitigation measure defines what steps the developer must take to determine whether hazardous chemicals are present and what standards must be followed in disposing of any hazardous chemicals that are found. In conversation Ed Yates at EPA on September 25, 1993, he indicated that this approach would be adequate.

Response 1-10. Asbestos. Mitigation Measure 2-5:PUBLIC HEALTH-1 on page 227 of the Draft EIR/EIS, regarding asbestos abatement, has been revised to be more specific.

Response 1-11. PCBs. Mitigation Measure 2-5:PUBLIC HEALTH-3 has been revised to require PG&E inspection and testing of the transformer if it is not moved or upgraded, and specifying the action to be taken if PCB content or leakage is found.

Response 1-12. Agency Contacts. The EIR/EIS consultant contacted the California Department of Toxic Substances Control (Valerie Husingfeld, January 4, 1994) and the San Francisco Regional Water Quality Control Board (Will Bruhns and Richard Hiatt, October 13, 1993) regarding the proposed project. Both agencies indicated that the site did not seem to involve unusual problems and that conducting a Phase II Site Assessment and cleaning up according to applicable state and federal regulations would be adequate mitigation.

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814



September 24, 1993

*Received
9/27/93*

BRIAN KALAHAR
CITY OF OAKLAND
1330 BROADWAY, SUITE 310
OAKLAND, CA 94612

Subject: MARTIN LUTHER KING JR., PLAZA SCH #: 93061050

Dear BRIAN KALAHAR:

2-1

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call Mark Goss at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

A handwritten signature in cursive script that reads 'Christine Kinne'.

Christine Kinne
Deputy Director, Permit Assistance

**Response to Letter 2: Governor's Office of Planning and Research
Christine Kinne, Deputy Director, Permit Assistance**

Response 2-1. Comment noted.

September 13, 1993

Ms. Anu Raud
Environmental Review Coordinator
Oakland City Planning Commission
1330 Broadway, Suite 310
Oakland, CA 94612

SUBJECT: Martin Luther King, Jr. Plaza,
Draft Environmental Impact Report (DEIR)

Dear Ms. Raud:

3-1

Thank you for the opportunity to review the subject environmental document. The District has the following comments regarding water service.

The District is concerned about the presence of contaminated or hazardous soils on the project site identified on pages 227 and 228 under Impact 1-5: Site Contam-1 and -2 and Impact 2-5: Public Health-3. Before the District would install water services or water mains on-site, the District would require certifications from the appropriate state regulatory agencies that the site provides a safe work environment for the District staff to install and maintain underground utilities.

3-2

To update the information related to the District's Updated Water Supply Management Program, the third paragraph on page 229 and the following paragraph on page 230 should be revised to read as follows:

"EBMUD published the Updated Water Supply Management Program Draft EIR in February 1993. EBMUD expects its water needs to increase because the number of customers is projected to increase. In addition, EBMUD foresees a decrease in its supply. For example, use of Mokelumne River water by non-EBMUD users is expected to increase, allocations for fisheries could increase, and droughts could recur. EBMUD has estimated that it needs an additional 130 thousand acre feet to limit rationing to 25 percent in a worst-case drought scenario. The EBMUD DEIR examines six alternatives for increasing supply, reducing consumption, or both. All but one include conservation and reclamation beyond existing and adopted levels, and all six include aqueduct security and a Lower Mokelumne River Management Plan. Alternative I, Demand-Side Management would rely on an aggressive conservation and reclamation program to eliminate the need for a supply increase. Alternative II, Groundwater, would

pump water into groundwater basins to store it for use in dry years. Alternative III, Delta Supply, would take water from the Delta. Alternative IV, Groundwater and Folsom South Canal Connection, would supplement groundwater storage with the Folsom South Canal Connection to use EBMUD's American River contract water rights. Alternative V, Raise Pardee, would add on additional 150 TAF of storage to the existing reservoir. Alternative VI, Groundwater Only, would rely exclusively on groundwater, without additional conservation or reclamation. EBMUD's Board of Directors has designated Alternatives II and IV as preferred alternatives in the DEIR.

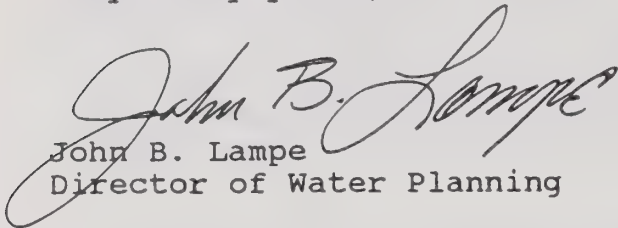
If EBMUD's Updated Water Supply Management Program is successful, EBMUD will be able to provide water for the level of development projected by the Association of Bay Area Governments in EBMUD's service area. "

- 3-3 On page 231, Table 34 shows the source of information for the table as EBMUD. However, in a August 26, 1991 telephone conversation with Bill McGowan of District staff, Diana Murrell of Brady and Associates identified the source of the information to be the Alameda County Water District. The footnote should be so corrected and use factor corrected to include per acre basis.
- 3-4 This project will have an impact on the District's finite water supply. This project should be plumbed to accommodate the use of reclaimed wastewater for appropriate purposes. A potential use is for irrigation of landscaping or parks. The potential volume of use for park area should be identified. Reclaimed wastewater is not presently available, but may become available in the future.
- 3-5
- 3-6 The District is very interested in encouraging water conservation in the design and construction of new developments. Implementation of Mitigation Measure 2-5: Water-2 as stated on page 232 and the future use of reclaimed wastewater will significantly reduce the impact to the water supply by this project.
- 3-7 When the development plans are finalized, the project sponsor should apply at the District's New Business Office to determine the costs and conditions for the water servie. As stated on page 232, under the Mitigation Measure 2-5: Water-1, pipeline improvements, including off-site installation to meet fire flows may be required. Engineering and installation of the water main extensions and off-site improvements, if any often require substantial lead and construction time which should be provided in the project sponsor's development schedule.

Ms. Anu Raud
September 13, 1993
Page 3

If you have any questions, or if the District can be of further assistance, please contact William W. McGowan, Jr., Associate Civil Engineer, Water Service Planning, at (510) 287-1031.

Very truly yours,

A handwritten signature in cursive script, reading "John B. Lampe". The signature is written in dark ink and is positioned above the printed name and title.

John B. Lampe
Director of Water Planning

JBL:WWMcG:jj
93.25

Response to Letter 3: East Bay Municipal Utility District

Response 3-1. A statement that cleanup should be completed before site preparation or utility installation begins has been added to Mitigation Measures 1-5:SITE CONTAM-2 and 2-5:PUBLIC HEALTH-3 on page 227 of the Draft EIR/EIS as shown in Chapter II of this addendum.

Response 3-2. The corrections to the discussion of EBMUD's *Updated Water Supply Management Program Draft EIR* have been made on page 229-230 of the Draft EIR/EIS.

Response 3-3. The footnote to Table 34 on page 231 of the Draft EIR/EIS, regarding the source of factors for estimating water use, has been corrected.

Response 3-4. A requirement that park irrigation be designed for future reclaimed water use has been added to Mitigation Measure 2-5:WATER-2 on page 232 of the Draft EIR/EIS.

Response 3-5. By multiplying the park sizes from Table 1 of the Draft EIR/EIS by the factor used in Table 34 (4,500 gallons per day per acre), one can estimate park water use at 1,710 gpd for Alternative 2; 2,700 gpd for Alternative 3; 1,485 gpd for Alternative 4; and 4,500 gpd for Alternative 5. Park irrigation is usually done every three to four days.

Response 3-6. The comment is noted that Mitigation Measure 2-5:WATER-2 and reclaimed water use will reduce the project's impact on water supply.

Response 3-7. The comment regarding costs, conditions and timing of water service improvements is noted.

August 26, 1993

Ms. Anu Raud
Environmental Review Coordinator
Oakland City Planning Commission
1330 Broadway, Suite 310
Oakland, California 94612

Subject: Comments on the Martin Luther King, Jr. Plaza Draft Environmental Impact Report (August 1993)

Dear Ms. Raud:

Thank you for including AC Transit in the review process of the Martin Luther King, Jr. Plaza Draft Environmental Impact Report. Staff has reviewed the document and has the following comments:

- 4-1
 - Existing transit service. The following corrections should be made to AC Transit service under the "Public Transit" section (p. 136-7):
 - Line 12 operates every 30 minutes after 7:00 p.m.
 - The F Line has frequencies of 15 to 30 minutes during midday hours.
- 4-2
 - Pedestrian access to bus stops. As noted in our response to the Notice of Preparation for this project (June 15, 1993), the District recommended that consideration be given to such issues as pedestrian access to bus stops. Pedestrian access should be established linking existing transit stops and the proposed development. The project site plan should include a design that focuses public transit service on the west (Martin Luther King Jr. Way) boundary. The function of this site plan would (1) minimize travel distances for transit patrons (especially for elderly patrons expected to visit and work at the site); (2) locate on-site parking within the site; and (3) increase transit-strengthening pedestrian activity.
- 4-3
 - Shuttle bus service. Recently, several cities, counties, and school districts within the Bay Area have directed project development funds to implement private shuttle bus service as a traffic and circulation mitigation measure to transport employees and/or patrons between the project site and multi-modal stations (BART, Park-and-Ride Lots, etc.). The District does not support the initiation of shuttle services as a remedy to traffic congestion caused by development. The District believes that existing transit service adequately serves the project site. Moreover,

the implementation of these shuttle services tends to (1) further balkanize an already bifurcated transportation system, (2) confuse public transit patrons, and (3) foster a negative attitude by excluding the general public.

The District is willing to assist local Transportation Management Agencies (TMAs), city staff, and project developers in the proposed expansion of existing transit services to serve the project area. The District believes that if developer and TMA fees can be used to pay for traffic improvements, then these fees can be used to improve existing transit services or to fund additional transit services that are not included in any programmed expansions for AC Transit.

- 4-4
- Transit trip generation. The District agrees that the proposed project will increase transit ridership to and from the project site. This increase in public transit use is dependent on (1) a project design plan that complements and encourages transit use and (2) a parking program that restricts free employee (and patron) parking.
- 4-5
- Relocation of existing bus stop. Design plans for the proposed relocation of an existing bus stop on Martin Luther King Jr. Way in front of the project site should be submitted to the District for review. The plans will be evaluated to (1) determine compliance with bus stop design standards and requirements issued by the District and federal agencies (e.g., Americans with Disabilities Act (ADA)), and (2) identify any potential impacts on existing and planned transit service in the project area.

The District is available to work with city staff to ensure that transit needs are addressed. If you have any questions or comments, please contact Tina Konvalinka, Senior Planner, at (510) 891-4754.

Sincerely,



Gail Murray
Acting Assistant General Manager
Service Development and Marketing

cc: Tina Konvalinka
David Kutrosky

Response to Letter 4: AC Transit

Gail Murray, Acting Assistant General Manager, Service Development and Marketing

Response 4-1. These corrections have been made to pages 136 and 138 of the Draft EIR/EIS, as shown in this Final EIR/EIS Addendum.

Response 4-2. Pedestrian access is addressed in Impact and Mitigation Measure 2-5:TRA-6 on page 166 of the Draft EIR/EIS. The recommended mitigation measure requires a pedestrian connection from transit stops and other points to the uses on the site. The community services included in the proposed project would increase "transit-strengthening" pedestrian activities as suggested.

Response 4-3. The environmental impact of transportation includes traffic congestion and air quality impacts. The mitigation required must avoid or eliminate impacts. The comments by the District regarding balkanizing the transportation system, confusing the public and fostering a negative attitude may be correct; however, the mitigation measure needs to reduce car trips. The site is served by AC Transit. The mitigation measure has been revised to add the option of user fees to increase frequency of service.

Response 4-4. Project design to encourage transit use and charge for parking is addressed in Mitigation Measure 2-5:TRA-8a, which has been added to page 166 of the Draft EIR/EIS.

Response 4-5. Impact and Mitigation Measure 2-5:TRA-7 regarding bus stop relocation have been added to page 166 of the Draft EIR/EIS.

CITY OF OAKLAND
Interoffice Letter

5

To: City Planning Department Attention: Mr. Alvin D. James Date: August 23, 1993

From: Police Department
Community Services Division

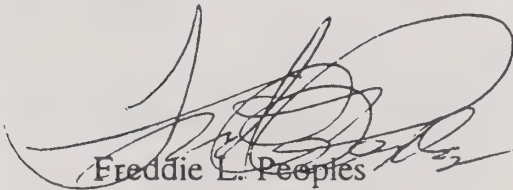
Subject: Martin Luther King, Jr Plaza
5800 Martin Luther King Way

5-1

Until a final decision is made on an alternative, we withhold our judgement on the impact to police services. When a specific alternative is chosen, we can conduct a more thorough study of the premises.

We recommend that the developer be required to work with staff of the Community Services Division during the design phase to discuss the security of construction equipment and materials, as well as for the final development.

To coordinate this review, they may contact Officer Ed Engberg or Mr. Al Lozano at 238-3066.



Freddie L. Peoples
Lieutenant of Police
Community Services Division

Response to Letter 5: City of Oakland Police Department
Community Services Division
Freddie L. Peoples, Lieutenant of Police

Response 5-1. Mitigation Measure 2-5:POLICE-1 requires the developer to work closely with the Community Services Division of the Police Department in designing the project.

CITY OF OAKLAND

Interoffice Letter

6

City Planning
Department

To: _____ Attention: Anu Raud Date: August 25, 1993

From: Office of Parks and Recreation (OPR)

Subject: Martin Luther King, Jr. Plaza Project -
Draft EIR Review and Comments

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (EIR) for the proposed Martin Luther King (M.L.King), Jr. Plaza development in North Oakland. After reviewing draft EIR, the following comments are offered:

6-1 General Comments: As with any new landscaping project, the proposed M.L.King, Jr. Plaza will apparently result in additional public landscaping ranging in size from 0.38 to 1.00 acres. This new landscaping would presumably require maintenance by the OPR Park Services Division (PSD), which in turn would require additional budget resources estimated at between \$15,000 and \$35,000 per year (current dollars) for labor, materials, and supplies.

Since the PSD derives its budget from the Landscaping and Lighting Assessment District (LLAD), and no surplus LLAD funds are currently available (nor will be in the foreseeable future), each alternative proposal (except Alternative One) will require increases in LLAD assessments to provide for maintenance of public landscaping without diminishing service levels at other North Oakland park sites.

6-2 Another key factor to consider in reviewing these alternatives is the relative scarcity of public open space in the surrounding area. Table 6 on Page 62 of the draft EIR shows that only 2.4% of the general project area consists of park land; the area map shows that this acreage is located almost entirely at Bushrod Park. In addition, Oakland's General Plan shows 50% (or about 4.5 acres) of the site as park land, a target that none of the alternatives contained in the draft EIR comes close to achieving. Since the neighborhood lacks adequate public open space already, the evaluation of the project alternatives should address open space needs.

6-3 The proposed alternatives do not appear to threaten any significant vegetation resources, and tree removal considerations have been adequately addressed in the draft EIR. Certain of the proposed alternatives, if pursued, would have greater open space and park maintenance implications than others.

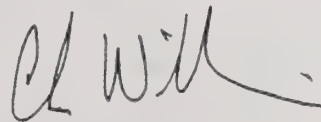
Alternative One - No Development: This alternative does not transform the current "eyesore" condition of the site, and would likely prompt periodic demands for grounds cleanup and weed abatement not planned or budgeted for.

Alternative Two - Maximum Residential & Retail Development: This would minimize public open space (0.38 acres) compared to the remaining alternatives and result in a community park which would provide very limited utility to the anticipated large numbers of residents (i.e., from 51 dwelling units) on site. Maintenance costs for a 0.38 acre park are estimated at about \$15,000 per year.

Alternative Three - Medical Rehabilitation: This alternative would provide a more balanced mix of uses and would result in a better ratio of public open space (0.60 acre) to dwelling units (12 units). Maintenance costs for a 0.60 acre park are estimated at about \$25,000 per year.

Alternative Four - Senior Housing/Duplexes: This alternative would also inadequate open space (0.33 acre) relative to the very high dwelling density (195 units). The distribution of the open space on site would need adjustment in order to meet the recreational needs of the senior housing element. Senior citizens likely would desire more than interior courtyards for their recreation needs, but the proposed site plan places the open space parcel in such a way as to obstruct access from the senior housing. Due to the high speed of traffic along M.L. King, Jr. Way, issues related to the placement of senior housing adjacent to a major transportation corridor would need to be addressed.

Alternative Five - Maximum Preservation/Low Density Housing: This alternative, together with Mitigation Measure 5:PARK-1, would provide a favorable mix of open space (1.00 acre) and housing density (70 units). The linear park contemplated in this alternative would fit in with existing linear landscaping along the BART median, and would cost an estimated \$35,000 per year to maintain. All existing buildings would be preserved on the site for community services (Senior Center, Child Care Center, auditorium, a 10,000 square foot gymnasium, and community meeting spaces).



CLEVE WILLIAMS
Director

cc: OPR Cabinet
M. Hudson
K. J. Ricketts

**Response to Letter 6: City of Oakland Office of Parks and Recreation
Cleve Williams, Director**

Response 6-1. The necessity of increasing LLAD assessments is addressed on page 256 of the Draft EIR/EIS.

Response 6-2. The need for a larger park in the area is discussed on page 256 of the Draft EIR/EIS. Although the General Plan designates the eastern half of the site as park land, this part of the site has not been used as such since the General Plan was adopted. When the school was in operation, this area was used for parking and athletic fields. Currently, of course, it is fenced and closed to the public. The City does not have, nor does it anticipate having, the funds to create or maintain a park on the entire eastern half of the site.

Response 6-3. The comment agrees with the assessment of park adequacy on pages 257-258 of the Draft EIR/EIS. The comparison of maintenance costs is noted.



Rec'd 9-22-93

PORT OF OAKLAND

September 20, 1993

Ms. Anu Raud
Environmental Review Coordinator
City of Oakland
Office of Planning and Building
1330 Broadway, Suite 310
Oakland, CA 94612

Subject: Draft Environmental Impact Report/Environmental Impact
Statement for Martin Luther King, Jr. Plaza.
(SCH #93-061050)

Dear Ms. Raud:

7-1

The Port of Oakland has reviewed the *Draft Environmental Impact Report/Environmental Impact Statement for Martin Luther King, Jr. Plaza* and has no formal comments on the proposal at this time. The Port of Oakland appreciates the opportunity to comment and review the environmental documents prepared for this project.

If you have any questions regarding this letter, please contact Richard H. Sinkoff, Assistant Port Environmental Planner, at (510) 272-1182.

Sincerely,

Loretta Meyer
Port Environmental Assessment
Supervisor

Response to Letter 7: Port of Oakland

Loretta Meyer, Port Environmental Assessment Supervisor

Response 7-1. Comment noted.



September 24, 1993

Oakland City Planning Commission
Attention Anu Raud
Environmental Review Coordinator
Oakland Office of Planning & Building
1330 Broadway, Suite 310
Oakland, CA 94612

Re: Draft Environmental Impact Report
Martin Luther King Jr. Plaza

I am writing on behalf of Oakland Heritage Alliance to comment on the sufficiency of the above referenced document, specifically with respect to impacts on historic resources.

- 8-1 1. National Register Nomination Form (Appendix C) The draft EIR includes a copy of a National Register form which was prepared for Old Merritt College in 1985. This nomination form was not submitted. The National Register listing of the complex was based on a form prepared in 1992 and should be substituted for the 1985 form.
- 8-2 2. Visual and Urban Design Factors: Mitigations (Pages 109-110) Discussion of significant impacts and mitigations for the various alternatives should consider the impact of the design of any new structures, including the housing, on Old Merritt College. Mitigations should be included which would require architectural compatibility of any new construction with the historic resource as well as the surrounding neighborhood.
- 8-3 3. Seismicity (Pages 215, 217) Under the impact discussion for Alternative 1: No Project, reference is made to the 1969 seismic investigation to support the statement that the main building has been declared unsafe. The conclusions of the 1969 investigations were made based on an analysis of whether the building met the standards of the Field Act with respect to seismic safety of schools, standards which are different than those applied to other uses. This statement should be clarified. In addition, the discussion concludes that another earthquake could result in further (emphasis added) structural damage when, in fact, there is no evidence that the building has sustained structural damage from previous earthquakes.

8-4 4. Cultural Resources (Pages 269, 291-4) It is not clear whether the Area of Potential Effect, as illustrated in Figure 35, has been agreed to by the State Office of Historic Preservation as adequately describing the area where the proposed project could affect historic resources. Given the possible traffic impacts described elsewhere in the report, it would appear that the APE should be expanded to determine whether there are historic resources which would be affected by traffic and noise, particularly along Aileen Street between the project and Telegraph.

8-5

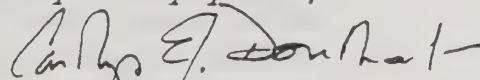
8-6 In evaluating whether the alternatives would have a significant impact on historically important structures in the APE, consideration should be given to the impact which any new construction would have on Old Merritt College, and mitigations developed which would assure the compatibility of new construction with the historic character of the site. As written, the evaluation does not consider the possible effects of the design, bulk, and massing of housing to the rear of the site nor does it explicitly require that an addition at the south end of the classroom building be compatible (contrast to Mitigation Measure 3:Culture-4 for the rehab facility).

8-7

8-8 The discussion of impacts on cultural resources does not evaluate the possible impacts on the National Register status of Old Merritt College. While the complex may remain on the Register even if some demolition takes place, at some point it could be compromised to such an extent that it would no longer satisfy the criteria for listing. The impact of the alternatives on National Register status could therefore be an important consideration in the final choice of a project, and should be included.

Thank you for the opportunity to comment.

Very truly yours,



Carolyn E. Douthat
Preservation Action Committee

Response to Letter 8: Oakland Heritage Alliance
Carolyn E. Douthat, Preservation Action Committee

Response 8-1. The 1992 form has been included as an appendix of this Final EIR/EIS Addendum.

Response 8-2. The *Secretary of the Interior's Standards for Rehabilitation* states that additions to a property should be compatible with the historic building and the neighborhood. Mitigation Measure 2-5:VIS-1a on page 109 of the Draft EIR/EIS specifies how the new residential units can be made compatible with the surrounding buildings. These measures would ensure that the new residential units are compatible with the historic building as well as the surrounding houses.

Response 8-3. Pages 216 and 217 of the Draft EIR/EIS have been revised to clarify the context of the 1969 investigation and the reference to further structural damage. Although not damaged by earthquakes, the building has been damaged by neglect and vandalism.

Response 8-4. The State Office of Historic Preservation approved the Area of Potential Effect, as shown in an Appendix to this Final EIR/EIS Addendum. The State Office of Historic Preservation has drafted a Programmatic Agreement, which is included as an appendix to this Final EIR/EIS Addendum.

Response 8-5. The amount of traffic generated by the project would not constitute a significant impact on the site, nor on any other historic buildings that may be located outside the Area of Potential Effect. According to the California Preservation Foundation, traffic generally has a significant adverse effect on historic buildings only if it triggers street widenings in an area with historic district potential. The traffic mitigation measures for the proposed project do not include any street widenings. Mitigation Measure 1-5:TRA-1 calls for a turn pocket, but it recommends removing parking to make room for the turn pocket. Mitigation Measure 2-5:TRA-3 would mitigate the impact of trucks using local residential streets to access the site.

Response 8-6. Please see response 7-2 regarding residential construction on the eastern half of the site. The effects of the design, bulk and massing of housing on the neighborhood is discussed on pages 106-108 of the Draft EIR/EIS and in Mitigation Measure 2-5:VIS-1a.

Response 8-7. Mitigation Measure 2:CULTURE-2 on page 291 of the Draft EIR/EIS has been revised to include the requirement that the addition be compatible with the existing building.

Response 8-8. A discussion of the project's effect on eligibility for the National Register of Historic Places has been added to page 290 of the Draft EIR/EIS.

Robert Brokl, Alfred Crofts-
636 59th St.
Oakland, Ca. 94609
Sept. 22, 1993



Oakland Planning Commission
Attention: Anu Raud
Environmental Review Coordinator
Oakland Office of Planning and Building
1330 Broadway, Suite 310
Oakland, Ca. 94612

To the Planning Commission:

The following are our remarks and observations on the Draft EIR/EIS for development at the Old Merritt College Building/a/k.a. Martin Luther King Plaza.

- 9-1 First of all, we consider the staging of this EIR/EIS process and the bundling of all review, so early in the development process, to be deleterious to public comment and input. The fact that two public
- 9-2 hearings before the Planning Commission on this document have not been addressed by one member of the community--despite many packed public hearings and meetings in recent years concerning development of the site--indicates the flawed and ill-conceived nature of this environmental review process. One need only contrast the Planning Commission public hearing on Wednesday, Sept. 22, with the City Council's Economic Development Committee public hearing on the selection of the developer. This meeting, held the day before (Tuesday, Sept. 21), attracted over 100 people, according to press accounts! (Attachments A and B)
- 9-3 None of the proposals actually being considered by the City of Oakland match closely enough the description of the 5 alternatives. Moreover, given the history of the project, developers and proposals may evolve or change drastically. A predominantly medical/mixed use project, approved by the developer selection committee and endorsed by the City Council committee on Sept. 21, may be succeeded by a dense housing scheme (the runner-up proposal), if the medical proposal fails.
- 9-4 We are afraid this environmental review process is too much of a moving target for adequate and informed citizen comment and response. While the City of Oakland may be legally within its rights to stage the environmental review in such a way that most of the affected and concerned citizens understand no reason to comment, the political fall-out from inadequate planning, review, and citizen participation may be enormous and create much ill-will. Surely this project, one of the most controversial in recent Oakland history, deserves a careful and inclusive EIR/EIS process.

However, with the above as a qualifier, we make the following remarks:

ERRORS AND OMISSIONS:

9-5 1. The National Register form included, signed by Diann Marsh and dated Nov. 20, 1985, is most emphatically not the successful NOVA National Register nomination of the Old Merritt College Building and site. The correct nomination in its entirety should replace this draft document by a consultant hired by previous "developer" Alex Papillon.

9-6 2. "Geology, Seismicity, and Hydrology" pg. 211-217.

The Draft EIR/EIS states, "The main building has been declared unsafe from a seismic safety standpoint," with a footnote attributing this statement to Ratcliff, Slama, and Cadwalader Architects. This is extremely misleading, as the report was an analysis, under the Field Act, of the building for its suitability as a school. School usage requires a higher degree of reinforcement and upgrading than other uses, such as the 5 alternatives proposed in the EIR. Please also see attached letter by Burns Cadwalader, dated 1 June 1989, regarding the earlier report by his firm. His letter cites "two more recent structural analysis of the buildings...(that) indicate...the buildings are salvageable." (Attachment C)

The EIR/EIS assumes--erroneously--existing earthquake damage: "Groundshaking from a seismic event could potentially result in further structural damage." (pg. 215) Where is the "structural damage," other than the damage noted elsewhere caused by neglect and resulting exposure to the elements?

9-7 3. The Draft EIR/EIS repeats the error of the June 14, 1991 Section 106 Historical Documentation by Brady and Associates with inclusion of the Area of Potential Effect map, with the scores of "B1+1920" for the main building, and "D1+1930" for the gymnasium. We believe NOVA is on record noting that these ratings are from the earlier "windshield survey." Christopher Buckley of the Planning Department, in a form dated 3/6/90, responding to NOVA's nomination of the building for City landmark status, rates the building "A." Please correct this rating and include his evaluation.

9-8 4. "Vegetation and Wildlife."

Missing from the list of trees currently located on the site is a large pine tree, between the tennis courts and 716 Aileen St. This tree should remain, in part because it will function as a screen and barrier to the new construction.

DEBATABLE ASSUMPTIONS AND CONCLUSIONS:

9-9 1. We challenge the vary restricted APE. According to the draft EIR/EIS the APE is simply the project site itself and the housing and streets within 100 ft. on four sides.

The justification for this restricted APE is to be found in the Section 106 Historical Documentation by Brady and Associates:

"...the Area of Potential Effect of the project will be limited to the project site and a relatively small area adjacent to it. The project would not cause changes in the character or use of historic properties in a larger area for the following reasons:

- 9-10 The project would have a direct effect only on the project site.
- 9-11 The project would be only one or two stories tall, so it would generally not be visible from any areas except those immediately adjacent to the project site.
- 9-12 The project would generate traffic, but this traffic would generally approach the project on Martin Luther King Jr., Way, which is already a major thoroughfare. (Unfortunately, these dubious assumptions underlying the APE are not repeated in the Draft EIR/EIS.)
- 9-13 The Draft EIR/EIS minimizes potential effects of the project on the surrounding neighborhood, since..."no individual structures or historic districts in the APE outside of the project ...appear to meet the criteria of the National Register." (pg. 286)

This ignores the fact that while individual homes and stores on the surrounding streets may not individually be eligible for listing on the National Register, as a whole the entire neighborhood is an historic ensemble of buildings dating from the late 1800's to the teens, twenties, and thirties.

Idora Park, situated on nearby Aileen St., may be eligible for listing as a City landmark district. The Tesmesal commercial district contains several buildings individually eligible for the National Register, including the Dickey-designed Temescal Library and the Cattaneo Block (G & G Hardware Store Building), and--in its entirety--be eligible for City landmark district.

- 9-14 The Old Merritt College Building--as it is now--is visible from a far greater distance than 100 feet, with surrounding streets acting as view corridors. At least one of the development proposals called for new housing construction on the site to be three stories in height, making for a visible project indeed.
- 9-15 Issues of traffic, views, compatibility of design, etc. must take into account a broader area than that identified in the EIR/EIS, lest they be degraded and impacted negatively, with no mitigations considered.
- 9-16 Compatibility of design of any new building structures on the site, including residential housing, with the historic main building must be of critical importance. Height and character of new construction are of special concern. These are among the issues addressed by Architect Morten Jensen in his July 26, 1993 "Design Guidelines", included as part of the official "Final Report of the Citizen's Advisory Committee for the Martin Luther King, Jr. Plaza Project". We

include his guidelines as part of our critique, and expect that they will be addressed in the Final EIR/EIS. (Attachment D)

2. TRAFFIC AND PARKING:

9-17 A 1981 study is cited to claim: "Studies of residential streets have found that the maximum levels of traffic which residents consider 'acceptable' vary from about 2,000 to 3,000 vehicles per day." (pg. 127)

"Existing traffic volumes on Aileen, 57th, Arlington, and 58th Streets are all below 1,400 daily vehicles, and are well within the acceptable limits. Existing traffic volumes on Dover Street are between 2,500 and 3,000 daily vehicles."

As the EIR/EIS indicates, "Alternative 3, Medical Rehabilitation, would create the most average weekday and peak hour trips." Yet the only mitigations considered for excessive traffic flow are signals. These signals are discouraged ... "if no warrants are met, since the installation of traffic signals may increase delays for the majority of through traffic and increase some types of accidents." (pg. 129)

The conclusion cited above in the Section 106 Historical Documentation that "...traffic would generally approach the project on Martin Luther King Jr. Way..." appears to be nothing more substantial than wishful thinking, and indicates the flawed underpinnings of the Draft EIR/EIS on traffic mitigation.

9-18 SLOWING and DIRECTING TRAFFIC is exactly what residents of neighborhood streets are demanding and mitigations other than signals must be addressed. These would include, but are not restricted to, one-way streets, speed undulations, roundabouts, diverters and barriers. Three thousand-plus cars passing through Dover, Aileen or 58th St. are unacceptable.

9-19 The recent (Aug., 1993) placement of a barrier at the nearby (to the site) intersection of Shattuck and 59th St. was intended to eliminate traffic by other than immediate residents after a rash of drive-by shootings and murders. This barrier is concrete proof of the evolving policy of the City regarding the uses and purposes of traffic mitigations. Moving traffic through our streets with the least delays is most emphatically NOT the desire of residents of the neighborhood surrounding the site nor even of many of our elected officials.

We submit as evidence of the above a draft (working) North Oakland Traffic Control Plan, dated Aug. 5, 1993. This document is the official planning document for Councilmember Sheila Jordan's Traffic Advisory Committee, and was authored by Architect Morten Jensen, with assistance from Laura Ingram, aide to Councilmember Jordan, and other traffic experts. We expect this document will be included with our remarks in the Final EIR/EIS and its recommendations and alternatives addressed. (Attachment E)

9-20 The location of a senior center in the project and the senior housing complexes across Martin Luther King Jr. Way must also be addressed. It is not enough to note, as the draft EIR/EIS does, "...very little pedestrian activity at the two intersections..." of MLK Jr. Way at 58th St. and Aileen St. These streets are currently almost impassible even for the young at certain times of day, and alternatives such as signals or even passenger bridges must be considered.

PARKING:

9-21 No consideration is given to such alternatives as parking structures or underground parking. The options that are cited in draft EIR/EIS, such as reducing the number of housing units or the size of the medical facility in order to create more parking spaces are not likely to be considered financially feasible by the developer or City staff and are thus meaningless as mitigations.

9-22 Furthermore, parking in front of the National Register building is unacceptable.

9-23 CONVERSION OF EXISTING RESIDENTIAL USES IN THE AREA ADJOINING SITE:

An impact of the medical alternative not discussed in the draft EIS/EIS is the loss of residential housing and conversion to related medical/office uses. This phenomenon exists as Kaiser Hospital on Broadway, nearby Children's Hospital, and Alta Bates in Berkeley. The penetration of a medical facility into surrounding residential areas has been widely noted critically at public hearings on this project, and methods such as language in the D.D.A., additional language in the General Plan, or written commitments from the developer entered into the deed of transfer might be methods whereby this preservation of the existing residential character of the surrounding neighborhood would be guaranteed.

However, the many vacant, underutilized, or substandard commercial buildings on Martin Luther King Jr. Way or Shattuck Ave. would seem to very appropriate spill-over locations for medical offices or related uses.

9-24 R-50 RATHER THAN R-40:

We question the zoning change of R-50 proposed for the housing on the rear of the site, rather than R-40, the zoning of the housing immediately surrounding the site. (And why would Alternative 3's thirteen single family dwellings require a zoning change to R-50, as indicated in the Draft EIR/EIS?)

9-25 RETENTION OF NATIONAL REGISTER STANDING:

While removal and/or modification of the existing buildings may have been encouraged by the City's RFP, we oppose any alterations and other harmful impacts of development of the site which threaten loss of the National Register standing of the property.

9-26

We assume the City of Oakland and the developer share this commitment, and will negotiate fairly with the relevant agencies (State Office of Historic Preservation, Advisory Council On Historic Preservation, Dept. of the Interior, etc.).

Sincerely,



Robert Brokl Alfred Crofts,
members, North Oakland Voters Alliance steering committee

cc: Susan Brandt-Hawley, NOVA Attorney
Cindy Woodward, SHPO
Lee Keatinge, Advisory Council on Historic Preservation
Elizabeth Merritt, National Trust for Historic Preservation

Robert Brokl, Alfred Crofts
636 59th St.
Oakland, Ca. 94609
(510) 655-3841

List of Attachments:

- A. "Not a peep at old Merritt campus planning hearing," The Oakland Tribune, Sept. 24, 1993.
- B. "Old Merritt plan wins key okay," Judith Sherr, The Montclarion, Sept. 24, 1993.
- C. Burns Cadwalader, letter to Marge Gibson-Haskell, 1 June, 1989, 2 pages.
- D. Morten Jensen, "Design Guidelines," 5 pages.
- E. Morten Jensen, etc., "North Oakland Neighborhood Traffic Control Plan, " Aug. 5, 1993, 17 pages.

A

THE OAKLAND TRIBUNE

Friday, September 24, 1993

Not a peep at old Merritt campus planning hearing

■ Environmental report on effects of North Oakland development raises no debate

FROM STAFF REPORTS

After 10 years of conflict over what to do with North Oakland's old Merritt College site, officials have gotten used to controversy whenever the issue is raised.

But there was nary a whimper from the audience at Wednesday night's Oakland Planning Commission meeting as the board opened and closed a seconds-long hearing on a draft environmental impact report for the boarded-up campus.

Not one person testified for or against the report, which assesses how development of the site at 5714 Martin Luther King Jr. Way will affect everything from schools to seismic safety.

Though the report itself won't govern what is built at Merritt College — instead, it surveys the impacts of proposed developments — planners expected at least some public response, particularly since the site has been the subject of at least two raucous hearings this month.

"It was really unusual," said planner Stan Muraoka. "Normally we get at least some level of comment."

By law, issues raised by an environmental impact report must be addressed before a development moves forward.

Written comments on the Merritt College report, which is available at the Planning Department, may be submitted until 5 p.m. Monday, care of Oakland Planner Anu Raud, 1330 Broadway, Suite 310, Oakland, 94612.

B

The Montclarion ■

Old Merritt plan wins key okay

By Judith Scherr

The Montclarion

The deserted and decaying old Merritt College site this week came closer to transforming into a \$21 million development of homes, jobs and community services. The City Council's Economic Development Committee voted unanimously Tuesday to ask the full council to sign an exclusive agreement with IDG Architects and Baner Financial Interests to develop the site on Martin Luther King Jr. Way.

The council committee acted on a recommendation by an advisory body of North Oakland residents, chaired by county Supervisor Keith Carson. The full council will vote on the committee recommendation Oct. 5.

Of the almost 100 citizens attending Tuesday morning's council committee meeting, most came to support the project, while some, like Bill Patterson of the NAACP, asked for modifications.

"Can we slow down long enough to get everybody on the train?" Patterson asked.

Friday, September 24, 1993

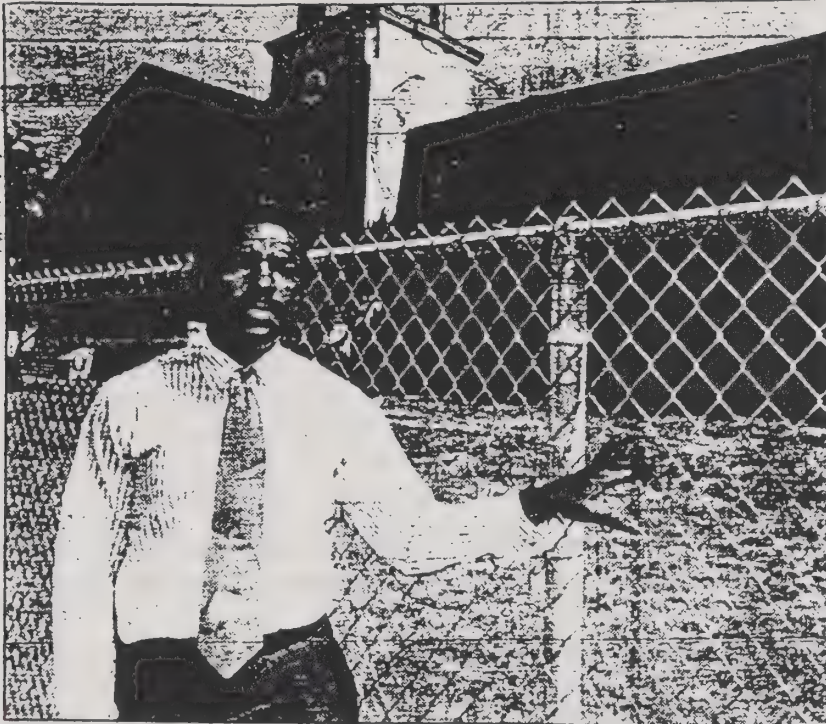
Multi-use project

The proposed development includes affordable housing — condominiums priced at \$109,000 to \$119,000 each — child care, an ethnic cultural center, a medical rehabilitation facility, doctors' offices, and some retail.

Three hundred new permanent jobs, 80 percent of them hired locally, will be created by the project, according to Jim Ishimaru, of IDG Architects.

Forty new hires will be North Oakland residents, trained at (new) Merritt College to work as nurses in the

See PLAN on page 12



Jeff Lindquist/Montclairian

Supervisor Keith Carson held community meetings about the site.

Plan...

Continued from front page
medical rehabilitation facility, he said.

The city's Hire Oakland guidelines will be followed to provide jobs for local minority and women-owned businesses during the construction phase of the project, Ishimaru added.

Developing old Merritt College "puts people on the payroll and puts the property on the tax rolls," said advisory committee member Cecilia Kilmartin, urging an affirmative council vote.

Patterson and other critics, however, asked the council committee to withhold approval and allow modifications to the project. He asked for a more detailed outline of the proposed African American cultural center, and wanted a su-

permarket and senior citizen housing added to the plan.

But councilmembers and most citizens at Tuesday's meeting indicated support for speedy approval of the project as written, which they said, had already gone through an exhaustive public process including community meetings and an intensive 14-week study by the nine-member advisory committee.

Based on a rating system, the committee recommended the IDG-Baner project over two other competing developers. The IDG project scored points because it requires no public subsidy other than the city turning the property and buildings over to developers for \$1.

The project's ability to create local jobs and its inclusion of low density rather than high density housing were other plusses cited by advisory committee members.

North Oakland Councilmember

Sheila Jordan, whose district includes the campus site, asked the council committee not to "allow the work of (the advisory committee) to be eroded or discredited."

The advisory committee, which was selected by the mayor, included a broad cross-section of North Oakland residents. It was multi-racial, included people of various ages and included members of the North Oakland District Council and the North Oakland Voters Alliance, two organizations that had been at odds with one another for years.

Mayor Elihu Harris charged Supervisor Keith Carson, a North Oakland resident, with the task of bringing the factionalized neighbors together within the context of the advisory committee.

Committee members say Carson succeeded.

"It was miraculous," said Cecilia Kilmartin, a citizen's committee member and a member of the North Oakland Voter's Alliance. "It's like the PLO sitting down with the Israelis."

Advisory committee members did not study the development from the vantage point of a narrow organizational affiliation, Carson said, "Everyone was looking at issues — the senior center, the housing component — they set aside their differences."

Even members of the committee who preferred a competing project supported the process and the majority decision. "They created a bond to fight to let the community know this is our decision," Carson said.

The agreement allows the developers 180 days to secure financing and get retail and medical facility tenants to sign on to the project. The economic development committee asked the developers for a 90-day progress report.

1 June, 1989

Ms. Marge Gibson-Haskell
City Councilwoman
Oakland City Hall
One City Hall Plaza
Oakland, CA 94612

re: Martin Luther King, Jr. Community Plaza

Dear Councilwoman Gibson-Haskell:

I recently reviewed a drawing of the proposal from North Oakland Redevelopment Associates for the Martin Luther King, Jr. Community Plaza. I urge that it be rejected.

The Ratcliff Architects, of which I am a principal, has been located on MLKJr. Way and 61st Street for 28 years. We have seen the gradual upgrading of houses in the area into a well maintained, attractive residential neighborhood. This area deserves a development that is sensitive to the surrounding environment.

In my opinion, the proposed project, if allowed to proceed, would have an extremely negative impact on the area. Construction of over 80,000 square feet of commercial activity and 150,000 square feet of parking will intrude upon the residential character of the neighborhood. The project, as proposed, represents the worst kind of shopping center aesthetics - large, sprawling, out-of-scale buildings surrounded by a sea of asphalt and cars. The surrounding streets and residences will be severely impacted by the activity this project will generate - traffic, pollution, noise. The street-scape along MLKJr Way will be irreparably damaged.

The proposal is based on demolition of the old classrooms, auditorium and gymnasium buildings. The fact that demolition of these fine, historical structures is proposed is indicative of a lack of sensitivity and imagination by the developer. The old campus buildings are valuable historical assets to the City. The development of a senior center, day care center and 10 houses, even though important, will hardly make up for the environmental degradation inherent in this project. The inclusion of a Martin Luther King, Jr memorial in this parking lot, is inappropriate to the memory of this great American.

In 1969 our firm, then Ratcliff-Slama-Cadwalader, did a seismic investigation study of the existing buildings of the Merritt Campus for the Oakland School District. The report stated that, using Title 21 (State Administrative Code requirements for school buildings) criteria, the buildings were unsafe for school use without major structural upgrading. Our report indicated that, although extensive, structural rehabilitation could have been done, even though the requirements of upgrading a school building to conform to the requirements of the Field Act is significantly greater than that required to make the building "safe" for other uses.

I have reviewed two more recent structural analysis of the buildings done by highly competent and respected Bay Area engineers, Peter Culley & Associates (see letter to Patrick Cashman dated March 9, 1989) and Rutherford & Chekene (for Agora Architects and City of Oakland dated March 12, 1980). Both reports indicate that the buildings are salvageable.

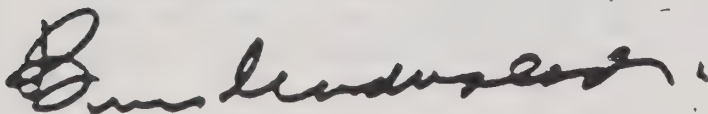
Our firm has been involved in many restoration projects. Among them are the Henry J. Kaiser Auditorium for the City of Oakland, the Oakland Hotel for private developers and most recently the California Hotel for OCHI. Based on these and other similar projects, it is my opinion that the City will be making a serious mistake in allowing any development that demolishes these historical structures. It seems to me that a more prudent course will be to immediately secure the buildings against further vandalism and require retention of the existing structures in any development proposal.

An argument frequently heard against rehabing these buildings is the cost of structural upgrading. The \$5 million figure referenced in newspaper articles is at variance with the Culley study and estimate made by Paul Waszink of \$1.6 million. The Waszink estimate shows that re-use of the existing buildings results in greater area at less per-square-foot cost. The Oakland Hotel sat unused and vandalized for many years until a developer with vision was able to assemble an architectural/engineering/financing team to make the project feasible.

The City should set high social, environmental and design standards for use of this site. If commercial activities are needed they should be developed with imaginative re-use of the existing buildings. The adaptation of old buildings to new uses is being done all over the country, with great success.

Oakland's renaissance is well underway. The design excellence and vitality of our City improves daily. As we achieve high quality for downtown development, we should set equally high standards for development of our neighborhoods. We can do much better than the North Oakland Redevelopment Associates proposal.

Sincerely yours,



Burns Cadwalader

cc: Pat Cashman, OED, City of Oakland
Mayor Lionel Wilson
Alvin James, Director of Planning,
Doug Jones, Chairman, Oakland Planning Commission.

D

Old Merritt College Site Organization, Massing and Architectural Design Guidelines for use by the City of Oakland in Development Agreement Negotiations with Developer

July 26, 1993 (Morten Jensen/KMD)

The design guidelines in this section describe site organization, massing and architectural principles to be used as a basis for the City of Oakland to establish the best design during the development agreement negotiation period. They are to be used in addition to the guidelines set forth in the Design Guidelines and Recommendations dated November 1992, the Request for Proposals and other prevailing city ordinances and standards. Updated site designs should be submitted by the developer for review by staff and the selection committee during the development agreement negotiation period.

A. RELATIONSHIP TO THE EXISTING ACADEMIC BUILDING

The new housing on the athletic fields must sensitively relate to the historic academic building .

REAR FACADE The existing unadorned rear of the main building was never intended to be major building front. It must therefore either 1.) not be made prominent in site design of the athletic fields or 2.) be sensitively adapted to a new role as a more prominent building face. Acceptable alternatives include either treating the immediate rear of the building as rear lot line area--not locating major entrances, streets, or the park immediately behind the main building, or improving the rear facade by removing the existing 1-story former kitchen area and adding new architectural entrance to rear. (See figures 1 & 2.)

EXISTING LANDSCAPING The historic landscaping around the main building should be retained to the greatest extent possible.

PARKING Parking around the main building should be minimized. In particular, the area in front of the academic building alongside Martin Luther King Jr. Way should not, if at all possible, be developed as parking. All parking lot areas should be screened from view from the street by substantial landscaping. Parking areas may be gated, if necessary, to achieve proper security so long as fencing does obstruct views of the principle building facades.

NEW CONSTRUCTION .
AT SOUTHWEST
CORNER If new construction is required at southwest corner, it must be carefully adapted to the massing and architectural features of the existing courtyard.

1. The facades of the original building should not be covered and the intervening space between any new building and the existing building should be made into usable courtyard space.

2. The new building should be similar in massing, materials and the degree of detail to that of the existing building. There should be no "blank" walls facing in any direction.

OTHER
IMPROVEMENTS

Existing site improvements such as walks and stairs should be retained to the greatest extent possible. All new site improvements including handicapped ramps, should be similar in character and sensitively relate to the existing.

SIGNAGE

New building signage should be in keeping with the character of the existing building and original signage. Signage should A) be minimized, B) never be lighted, C) never be over 4-feet in any dimension, and D) not be made of plastic. Signage directed toward Martin Luther King Jr. Way motorists should not be over 4-feet high.

DEFENSIBLE
SPACE

All outdoor areas should be designed with defensible space in mind. Landscaping and building configuration should be such that no hidden areas are created which are difficult to view. "Unprogramed spaces" should be avoided. Substantial lighting should be installed on all faces of the building. Logical building entrance locations and clear, easy, safe routes between uses and parking should be employed throughout.

SERVICE AREAS

All service areas should be screened from view by walls and landscaping from all existing and new public streets, the park, and major parking areas.

FENCING

The project should be not be fenced around the perimeter.

B. RELATIONSHIP TO TRADITIONAL NEIGHBORHOOD CONTEXT

New housing on the athletic fields must sensitively relate to and be designed in the spirit of the traditional turn-of-the-century neighborhood surrounding the site.

NEW STREET

Most likely, one new street must be added to through athletic fields portion of the overall site. This street should be similar in character to the streets in the surrounding neighborhood.

1. The street should be a public street, open at both ends, with a street width of between 32' and 40 feet between curbs. Speed bumps should be provided at several locations.
2. The street should have parallel parking along all sides, included within the previously mentioned street width. (No perpendicular or diagonal parking should be used. This would make the street look like a parking lot.)
3. The street must be lined with sidewalks similar to those found in surrounding area.
4. Street trees should be planted in "parkways" between sidewalk and street, spaced no more than 30' apart.

5. When a new street "tees" into existing streets, care should be taken to avoid allowing headlights from the new street directly into windows of dwellings on the existing street.
6. For safety reasons, pedestrian footpaths between streets and buildings should not be used.

ATHLETIC FIELD BUILDING MASSING

Building massing at the athletic field should be similar to that of the surrounding area, employing traditional neighborhood planning principles. Projects of similar size and use successfully applying these principles include: Victorian Village in West Oakland; Idora Park, two blocks east of the project site; and Fairacres Village in Omaha. (See Figures 3, 4 and 5.)

1. Units should be arranged in detached structures of between 1 and 4 units each, located on real or implied lots of between 30 and 50 feet in width, as measured along the street.
2. As is the general case in the surrounding area, all front doors should face directly onto the street. Internalized parking courts should never be employed. (Exception: Ancillary or "granny" units may be provided above a garage at the rear of an owner-occupied lot.) Each unit should have a substantial covered front porch.
3. All open space on the former athletic fields, not including the park, should be in the form of private front yards and private backyards. No unprogrammed "common areas" between residential buildings should be allowed. Fences should be placed between residential buildings along the real or implied lot lines.
4. Buildings should be one, two, or in some exceptional cases, three stories high. For privacy, the first floor of living areas should be at least 2-feet above grade, if they directly face the street.
5. Residential building facades should be between 10 and 15 feet from sidewalk.
6. All residential buildings should have substantial pitched roofs with either hipped ends or open gable ends. Roofs should reflect the complexity of roof forms commonly found in the surrounding area. Special roof forms should be used near street corners.
7. New housing built along Dover Street should be substantially identical in height, scale, setback and spacing to the existing housing across the street. The new site design should avoid creating new street fronts along the side and rear lot lines of the existing housing on the block.

ATHLETIC FIELD PARKING

Like the surrounding existing neighborhood, housing on the athletic field should be distinguished by its lack of open parking areas and of facades giving undue attention

to garage doors.

1. All parking serving athletic field housing parking should be located in garages.
2. Garages should be located either in a separate garage structures at rear of each lot or underneath residential units. Garages directly facing the street should be no more than 1 parking space in width. Tandem parking is encouraged. Garages at the rear of lots may be located with zero lot setbacks at rear and sides of lots.
3. Driveways should be narrow, no more than 9' wide.

ATHLETIC FIELD HOUSING ARCH. CHARACTER

The architectural character of the new housing should be carefully related to the existing housing found in the immediate area. Housing facades should be carefully scaled to create a pleasant, traditional pedestrian setting and not be overly monotonous.

1. Four architectural character options include: A) Mediterranean style, similar to the academic building or Idora Park, B) Craftsman Bungalow style, similar to many of the existing houses on Dover Street, C) Colonial Revival hipped-roof box style, also commonly found on Dover Street, or Queen Anne Cottage Style similar several of the houses on 58th Street. (See figures 4, 6, 7 and 8.)
2. Buildings should use exterior building materials appropriate to the chosen building style, and similar to those of traditional housing in neighborhood. No plywood, aluminum windows, or other non-compatible modern building materials should be used on facades visible from street or the park. Buildings must employ substantial detail elements, including wood trim and other features similar in character and quantity to that found on existing traditional housing.

NEW CONSTRUCTION AT SOUTHWEST CORNER

If new construction is required at southwest corner, it must be carefully adapted to the massing and architectural features of the existing courtyard at the southwest corner.

1. Non-residential building entrances should not face Aileen Street. Main entrances for non-residential uses should face either a retained southwest courtyard or Martin Luther King Jr. Way.
2. Non-residential parking entrances should be minimized from Aileen and 58th Streets.
3. Any new facade along Aileen Street should be massed and articulated similar in rhythm to that of the existing single-family housing on street. Setbacks with landscaping and roof elements should be included. Particular attention should be paid to avoiding areas where graffiti would be likely to appear. Aileen Street elevations should not be more than two stories high.

4. Front yard landscaping should be provided by developer.

C. NEIGHBORHOOD PARK

The athletic fields housing should be designed around the neighborhood park. The park should be modeled after Colby Park and serve as an important civic amenity lending identity and focus to both the project site and the surrounding area.

VISIBILITY

The park should be prominently located and visible from outside of the project area and, therefore, invite the rest of the neighborhood to use it. Consider putting the park in the middle of either the new street or possibly even in the middle of Dover Street.

DEFENSIBLE SPACE

Park should be open on all sides, as well as throughout its interior, such that all areas can easily be monitored by residents and motorists. No uses should immediately abut park.

FEATURES

The park should be designed in conjunction with Department of Park and Recreation. Like Colby Park, it should simply contain a lawn area with trees. No play equipment is necessary. No parking should be provided.

CHILD SAFETY

Special care should be taken to assure that auto traffic around and near the park is slow.

DRAFT

E

AUG. 5 1993

COUNCILMEMBER SHEILA JOHNSON
TRAFFIC ADVISORY COMMITTEE



NORTH OAKLAND
NEIGHBORHOOD. TRAFFIC. CONTROL. PLAN

NORTH OAKLAND NEIGHBORHOOD TRAFFIC CONTROL PLANS

SUMMARY

Traffic Problems in North Oakland

Although North Oakland's population has not increased significantly in 50 years, our traffic volume has increased geometrically. Today, much of Oakland Council District 1 is increasingly affected by traffic problems which have a destructive effect on safety and quality of life. These problems include high volume traffic through the neighborhoods, inappropriate amounts of traffic on local streets, and increased traffic, speeding and exhibition driving related to drug trafficking.

Other factors have also intensified traffic problems: The collapse of the Cypress freeway in the 1989 earthquake and congestion on I-80 bring increased traffic through our neighborhoods. U.C. Berkeley is a major magnet for traffic through our neighborhoods, and now the planned Catellus-East Bay Bridge shopping center and the possible relocation of Kaiser Hospital to Emeryville will vastly increase traffic throughout the flatland areas of North Oakland.

Our Overall Strategy

As citizens seeking to improve life in our neighborhoods, we are working with our councilmember to advise her on traffic issues and possible solutions. The main problem we see so far is that North Oakland is bearing far more than our fair share of regional traffic, for the reasons stated above. Our overall strategy is to find ways to protect North Oakland from so much regional traffic. We want to make the levels of traffic compatible with the land uses (mainly residential neighborhoods), so that traffic is not determining the quality of life in the area as it often does now.

This means working to put traffic on major streets, not small ones, and giving neighborhoods tools to protect themselves from through traffic. (We realize there are many aspects to these problems, such as developing more mass transit and alternatives to automobiles; we have started with the problems we confront every day and will work from there.)

Specific Plans

A major opportunity has recently presented itself: In response to citizen complaints and Council demand, the City of Oakland has undergone a major attitude change in terms of being open to new methods of traffic control for these problems. A citywide study of neighborhood traffic problems has been proposed for the fall of 1993, and then expenditure of \$500,000 per year for 3-5 years for traffic mitigations, including stop signs, speed undulations, barriers or diverters, and traffic signals. If approved as expected by the City Council, hearings will be held in each council district to identify problems and propose solutions, some of which will then be implemented.

Neighborhood Traffic Plans: Let's Get Started

We propose encouraging neighborhoods and individuals to educate themselves about traffic problems and solutions, and devise plans for their immediate neighborhoods -- the "sections" between major streets, which are workable units for neighborhood plans. These plans can be taken to the upcoming hearings, and will be a starting place for creative solutions. The city's traffic engineers can help work out details and coordination between different sections, but we will be much further along toward liveable neighborhoods and sane traffic solutions than we are now.

SECTION I - PURPOSE AND BACKGROUND

This document is intended to be used by the citizens of Oakland City Council District 1 to assist them in providing input to the Neighborhood Traffic Control Plan (NTCP).

As explained above, the NTCP is being developed by the City of Oakland to address specific problems such as speeding and excessive through traffic on residential streets. The process of developing the NTCP will include holding several community meetings to receive public input, identifying areas with traffic problems, and proposing solutions for those areas.

People who meet with their neighbors to identify specific problems and propose widely supported solutions are most likely to benefit from this process. **No major traffic changes will be made in a neighborhood without strong citizen approval.** For instance, to get undulations ("speed bumps") requires agreement of 67% of the addresses on a block. Therefore, a great deal of consulting and participation at a neighborhood level will be required to make any significant changes and avoid conflict over proposed mitigations.

This document should help neighborhood residents achieve these goals. The lists of general problems and solutions presented in this document were developed from the work of Councilmember Sheila Jordan's traffic advisory committee in the spring and summer of 1993. They are intended only as a starting point.

II. - HISTORY OF TRAFFIC IN NORTH OAKLAND

This section is intended to highlight the development of the existing traffic conditions in North Oakland.

The major roads that run through many neighborhoods are known as arterial streets and collectors, which connect local streets to the arterials. (See Figure 1.) These streets originally developed along streetcar routes between downtown Oakland and the outlying neighborhoods. Examples of these streets include Broadway, Telegraph, Martin Luther King, Jr. and San Pablo. Later, the Bay Bridge and Highways 24, 580 and 80 were built, dividing many neighborhoods and attracting many cars to on- and off-ramps often poorly related to the system of arterials. (One glaring example is the Highway 24 offramp that exits high-speed traffic onto tiny Aileen Street near Idora Park.) Other smaller streets are classified as local streets.

In summary, the pattern of development of Oakland's streets has resulted in the following conditions:

- * A pattern of arterial streets emanating from downtown Oakland northward.
- * Relatively few arterial streets running east and west, which results in lots of traffic on small streets which were not originally created as arterials, such as Alcatraz or Ashby.
- * Many freeway exits in North Oakland, including the nearest freeway access for communities north of North Oakland.
- * Severely congested freeway routes, causing the shifting of freeway traffic to city streets.
- * Our open grid pattern of local streets allows easy access to through traffic; many residents are

familiar with various "paths" through North Oakland's neighborhoods to get to the freeway or to shopping areas.

* Very few blocks between arterials that run north/south, because they were originally meant to be accessed by public transit. This has the effect of encouraging through traffic and chopping up neighborhoods; examples include the residential sections from Telegraph to Shattuck to Martin Luther King.

III - PROBLEMS

We have identified the following traffic-related concerns and problems:

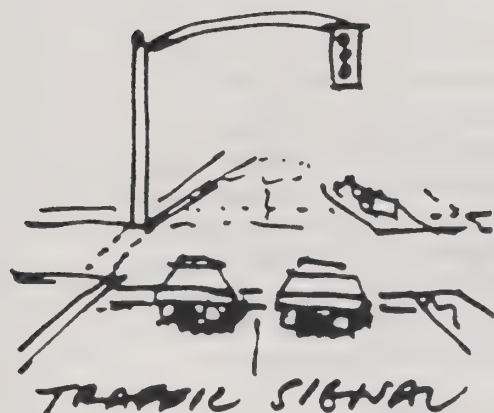
1. "Regional" traffic traveling through North Oakland neighborhoods. This occurs because of regional congestion and North Oakland's freeway access. (See Figure 2.)
2. Use of local and collector streets for arterial traffic. Drivers take short cuts due to the lack of direct arterial streets and congested arterials. This is especially severe in two particular kinds of situations: (a) where there are very few arterials running in a particular direction (usually east-west). For example, there are almost no major east-west streets between Alcatraz and 51st Street. (See Figure 3.) and (b) near where two or more arterial meet at angles; to avoid the angles, heavy traffic goes onto small streets. (Examples: between Telegraph and Claremont, or between Broadway and College. (See Figure 4.)
3. Neighborhoods are divided by heavily used streets, often isolating very small sections. (See Figure 5.)
4. Speeding on all classifications of streets.
5. So-called "exhibition driving" ("doughnuts," with smoking tires and skid marks; speeding, reckless driving).
6. Inadequate bicycle routes between Berkeley and downtown Oakland.
7. Truck traffic moving through local streets.
8. Traffic noise and air pollution.

IV. SOLUTIONS: The Traffic Control Toolbox

A variety of traffic control measures may be available to neighborhoods. For purposes of input to this NTCP process, residents should consider as many and as drastic measures of control as they determine are necessary to solve their problems. The control measures implemented, if any, will be determined partially by the neighborhood's input and partially by the traffic division's evaluation of the priority of each neighborhoods' problems and available funding.

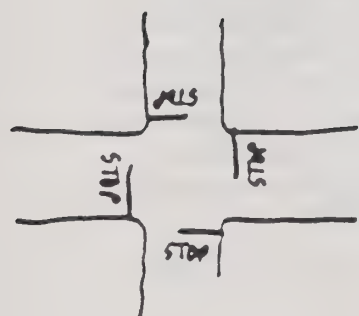
The following solutions may be considered in trying to solve neighborhood traffic problems:

Traffic signals (cost \$60,000 - \$100,000 each)



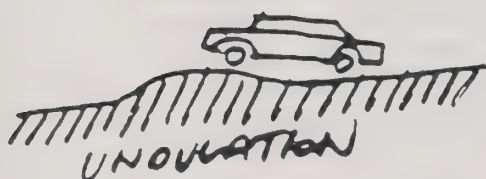
Traffic signals are usually used on more frequently traveled roads. They may be light green, yellow and red, or may flash yellow and turn red only when needed. Signals may slow traffic as vehicles are periodically required to stop. They may also divert some traffic as drivers try to avoid them. Signals can also have the unintended effect of increasing traffic, especially on the minor cross street, as a signal mentally indicates the more often used and accepted major routes. It should be noted that signals do not have to be located at intersections, depending on their desired purpose. This is common with the blinking yellow type signal, which is often for pedestrians and located between rather than at intersections.

• Stop signs (cost \$200 each)



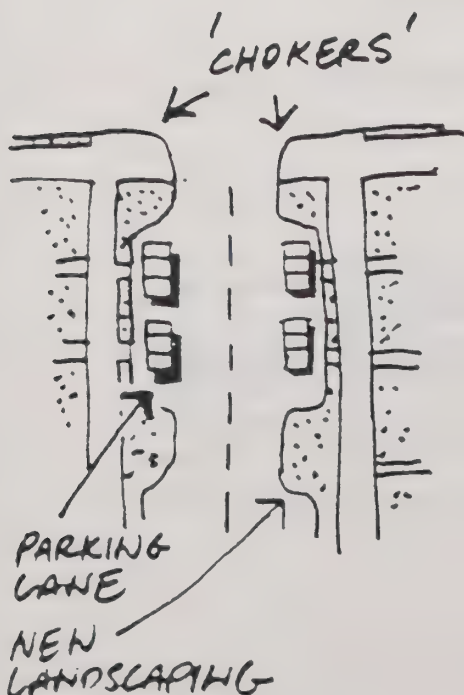
Stop signs require all vehicles to stop at all times whether necessary or not, unlike a signal. Stop signs are usually used on local and collector streets to stop traffic at intersections allowing cross traffic and pedestrians to pass. Traffic slows down in the vicinity of the stop sign and if signs are located at several intersections close together they may slow traffic on a larger stretch of road. Stop signs may also divert traffic as people try to avoid them. Many stop signs placed close together on one street may have the effect of dulling drivers' respect for them. In situations like this, signs may be ignored. Because stop signs require vehicles to stop they may result in increased noise and pollution from vehicles stopping and starting. Stop signs are relatively inexpensive to install.

• Speed undulations (cost \$1750 each, \$3500 per pair, \$4700 for 3 on a long block; estimated \$500/year maintenance).

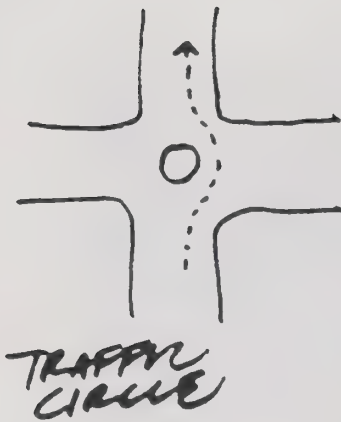


Speed undulations ("speed humps") are wide flat versions of the traditional speed bump seen in parking lots. Undulations require vehicles to slow to approx. 15 miles per hour to pass comfortably. They may reduce the speed of vehicles traveling on a street and may also cause diversion of some traffic to other streets as people try to avoid them. Some increased noise may be caused by vehicles passing over the undulation. They may be esthetically unappealing because they need to be brightly striped and signed.

• Slow streets



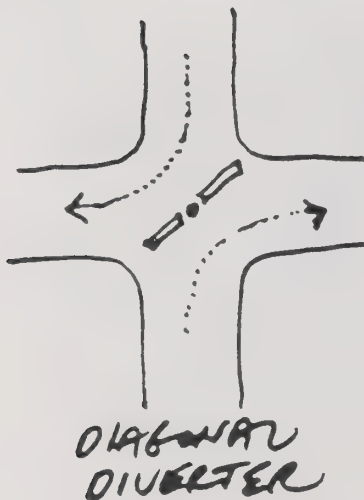
Slow streets are designed to encourage or force traffic to drive slowly. Slow streets utilize curving sidewalks, planted areas called "chokers" protruding into the road and speed undulations to slow traffic. The extra non-road areas are often utilized for pedestrians, landscaping, benches, etc. Slow streets may also cause some traffic to divert to avoid the street.



• Traffic circles

Traffic circles as discussed here are not the large rotary intersections common in the eastern U.S. or in Europe. Rather they are circular cement devices placed in the middle of a local or collector street intersection, requiring the driver to go around the circle instead of straight through the intersection. They have been used in Seattle neighborhoods and have been shown to significantly reduce accident rates by slowing down the traffic. Some traffic may also be diverted to avoid the circles.

• Traffic Diverters or Barriers



These devices actually block traffic from passing on a previously through street. These are common in the city of Berkeley. Diverters have the effect either of making cul-de-sacs or of forcing drivers to turn at intersections so that through traffic is required to drive elsewhere. Diverters have a significant effect on the social nature of a street, usually positive as far as residents are concerned, and they may greatly change the character and even size of neighborhoods. As has been demonstrated in Bridgeport, Conn., they may make certain crimes more difficult to commit by limiting access and escape routes.

• Enforcement

Enforcement of existing laws would eliminate the majority of identified problems. However, as has been well publicized, funding for such active enforcement is very limited. The police department is largely focused on reacting to more immediately serious crimes. For this reason, there is a definite benefit to traffic mitigations that work 24 hours a day, such as the speed undulation, which is often called "the sleeping policeman."

A VARIETY OF SOLUTIONS

Here is an outline of various possible solutions to some of the problems outlined in this paper:

1. Limit Regional Traffic

- a. Add traffic signals and stop signs to arterials/collectors
- b. Update the general plan using street classifications which will support the existing land uses along the street. This will entail often reducing or maintaining collector classification on major streets which have large stretches of low density residential uses. Examples of classifications that need correction or maintaining are Shattuck, which has way too much traffic for a small street with low-density housing on it, or Market and Adeline, which some developers have recently defined as "very underutilized" when they were lobbying for large developments near San Pablo Avenue.

2. Direct Traffic To Arterials/Collectors

- a. Define framework of neighborhood sections between arterial streets. The areas between arterials are here referred to as "traffic sections." (See Figure 6.)
- b. Within each section bounded by arterials, let neighborhood residents decide on local street traffic diversion techniques. (Experiments encouraged to see what works best!)

Option 1: No diverters; only try to slow traffic throughout;

Option 2: Diverters at "hotspots," try to slow traffic near middle of the section between arterials;

Option 3: Use diverters throughout, to strongly discourage through traffic.

3. Reduce traffic on collectors (e.g., Shattuck or Shafter)

- a. Update general plan with minimum street classifications;
- b. Add stop signs on collectors;
- c. Investigate making collectors into Bicycle Routes.

4. Slow Traffic Down

- a. On collectors/arterials: Add stop signs (define maximum distance between traffic signals, stop signs);
- b. Local streets: Add stop signs, undulations or diverters;
- c. All streets: Better enforcement of laws.

5. Discourage Exhibition Driving

- a. Use diverters/speed humps to limit auto-retailing of drugs, better enable residents to do self-surveillance of streets, make "getaways" more difficult;
- b. Better enforcement techniques;
- c. Other?

6. Add Bike Lanes

- a. Work with East Bay bicycle groups to create a comprehensive bikeway system through North Oakland. Pair collector streets with designated bicycle routes.

7. Eliminate Trucks from Neighborhood Streets

Truck traffic should be prohibited on all local and collector streets.

8. Reduce Noise and Pollution

If the above actions are taken, reductions in noise and pollution should also result.

APPROACHES

Through the traffic committee's discussions, a continuum of approaches to neighborhood traffic control has been developed. As a process, we think residents within a given "traffic section" (between arterials) should begin by first identifying specific traffic problems within their area. These should be indicated on a map as shown in Figure 7.

Neighborhoods should next consider which basic approach they would like to take, thus determining which tools they would employ.

At one end of the continuum, Option 1, a neighborhood would strive only to reduce traffic speeds to a lower appropriate level, without diversion or elimination of traffic attempted. Stop signs, signals, speed undulations, etc. could be used to slow traffic depending on the specific problem. (See Figure 8.)

In Option 2, the speed of vehicles is reduced like in Option 1, but would add some traffic diversion from a few specific "hot spots." This may be accomplished with one or two strategically placed diverters or more dramatic slowing devices e.g., making a slow street with landscaping. (See Figure 9.)

Option 3 would provide for complete diversion of all through traffic with extensive use of diverters throughout. This option would have the most dramatic impact on the neighborhood as well as surrounding neighborhoods. Many examples of this approach exist in Berkeley. This approach was also used to help reduce severe drug trafficking in Bridgeport, Connecticut. By severely dividing up the neighborhood, nonresidents are discouraged from driving in as they could not drive through quickly and would possibly get lost. (See Figure 10.)

WHERE WE GO FROM HERE:

This document is our first shot at trying to define our traffic problems and some possible solutions. We want to encourage our neighbors to think on a larger scale than just their own block, and to be creative and cooperative in searching for solutions that help build our neighborhoods and make them more liveable. (Some areas are already doing this, without waiting for the city to move: now that the city is taking a big step toward traffic control, we want to encourage more residents to get involved in solving our own problems. This will also allow us to get more mileage out of the city's resources, if a lot of the groundwork is done by citizens.)

We encourage anyone concerned about neighborhood traffic problems to meet with others, and try to identify the source of your problems first, using the information provided here. Then try to decide which of the possible mitigation solutions seem appealing to you. You may want to address the issues in your block club or home alert group, and then have a larger meeting to discuss the problems and proposed solutions. Remember, at least 67% of the addresses on a block have to buy in before you can make a change -- that means cooperating and getting everyone involved.

Then come to the hearings which will be held in North Oakland and present your neighborhood's problems and proposed solutions. The City's engineers will help us sort out and prioritize the plans. (These are expected to happen before the end of 1993, so time is short.)

"What if I can't draw a map or don't feel confident about making a plan? Can I get some help?"

We can provide you with a map of your neighborhood between the major arterial streets to work with (call Councilmember Jordan's office at 238-3266).

We are going to investigate whether or not students from UC Berkeley can be gotten to help neighborhood groups make their plans, or help two sections blend their plans together. In the meantime, anyone reading this who is interested in helping citizens make their own traffic plan and has some useful skills, is urged to call the Councilmember's office to volunteer.

If you want to attend meetings of the traffic committee, also call the councilmember's office, or write to Traffic Committee, c/o Councilmember Sheila Jordan, 505-14th St., Suite 601, Oakland 94612. We look forward to working with you and improving traffic conditions in North Oakland.

(This draft document was prepared by Morten Jensen, Kristi McKinney and Laura Ingram. We gratefully acknowledge the help and information provided by Charles Smith and a number of other traffic engineers and experts, although we are responsible for the contents of this document.)

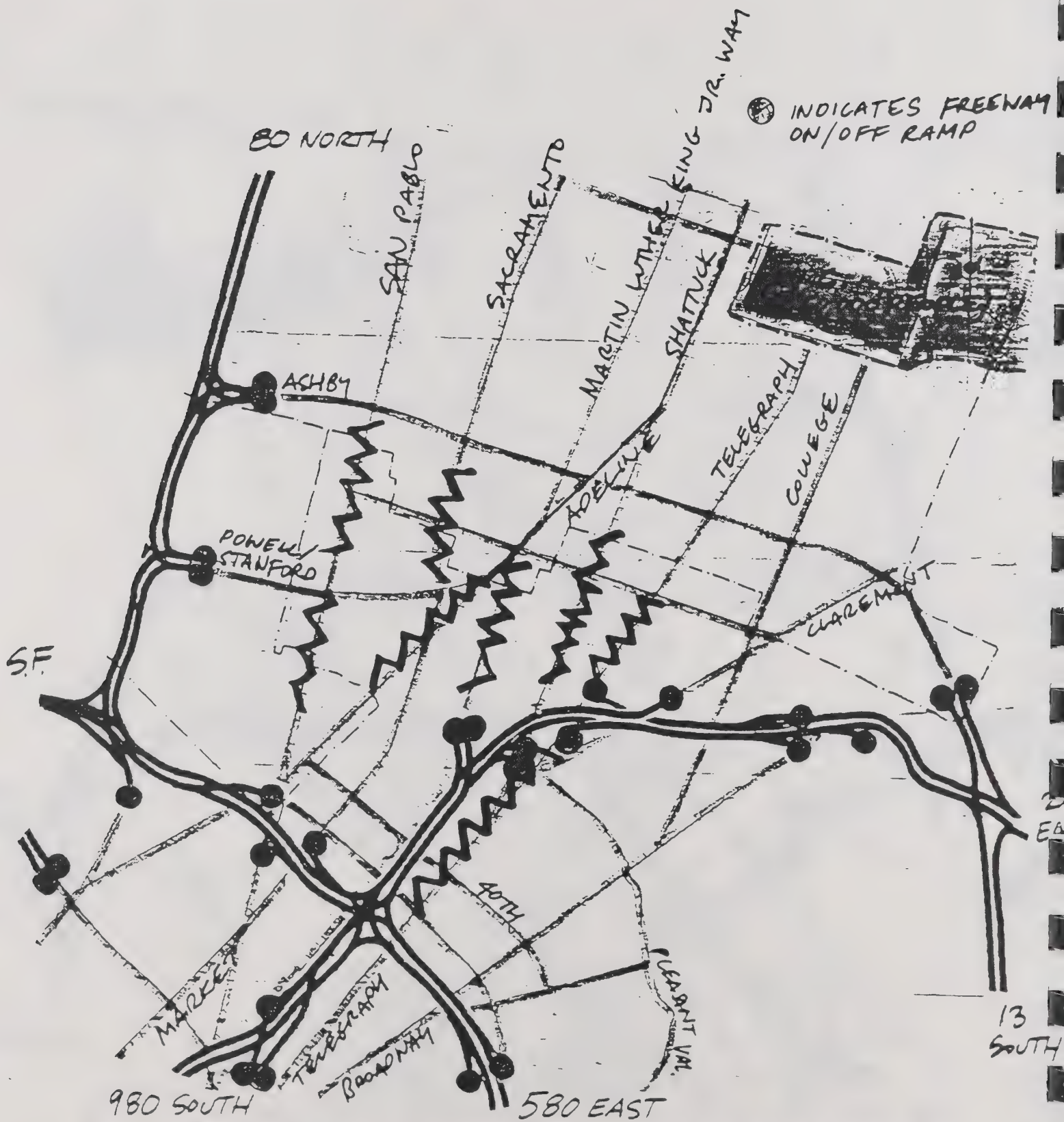


MAJOR NORTH OAKLAND STREETS



3. AREAS NEAR ARTERIAL INTERSECTIONS WHERE LOCAL STREETS ARE USED AS SHORT CUTS. (WORST NEAR 'TRIANGLE INTERSECTIONS)

FIGURE 4



4. MAJOR STREETS CHOPPING UP NEIGHBORHOODS LEAVING LAND-USE PROBLEMS IN WAKE.



**NORTH OAKLAND FLATLAND
'TRAFFIC SECTIONS'**

① IDENTIFICATION OF PROBLEMS

- A. SHORTCUTTING ON LOCAL STREETS NEAR ARTERIAL INTERSECTION TO AVOID TRAFFIC SIGNAL
- B. SHORT CUTTING ACROSS LOCAL STREET BETWEEN WIDELY SPACED ARTERIALS
- C. SHORTCUTTING ON LOCAL STREET NEAR TRIANGULAR INTERSECTIONS
- D. SPECIAL PROBLEMS NEAR FWH ON/OFF RAMP
- E. POPULAR 'DONUT' LOCATION
- F. (NOT SHOWN ON MHP)
STREETS USED FOR DRUG SALES TO AUTO-BOUND CUSTOMERS

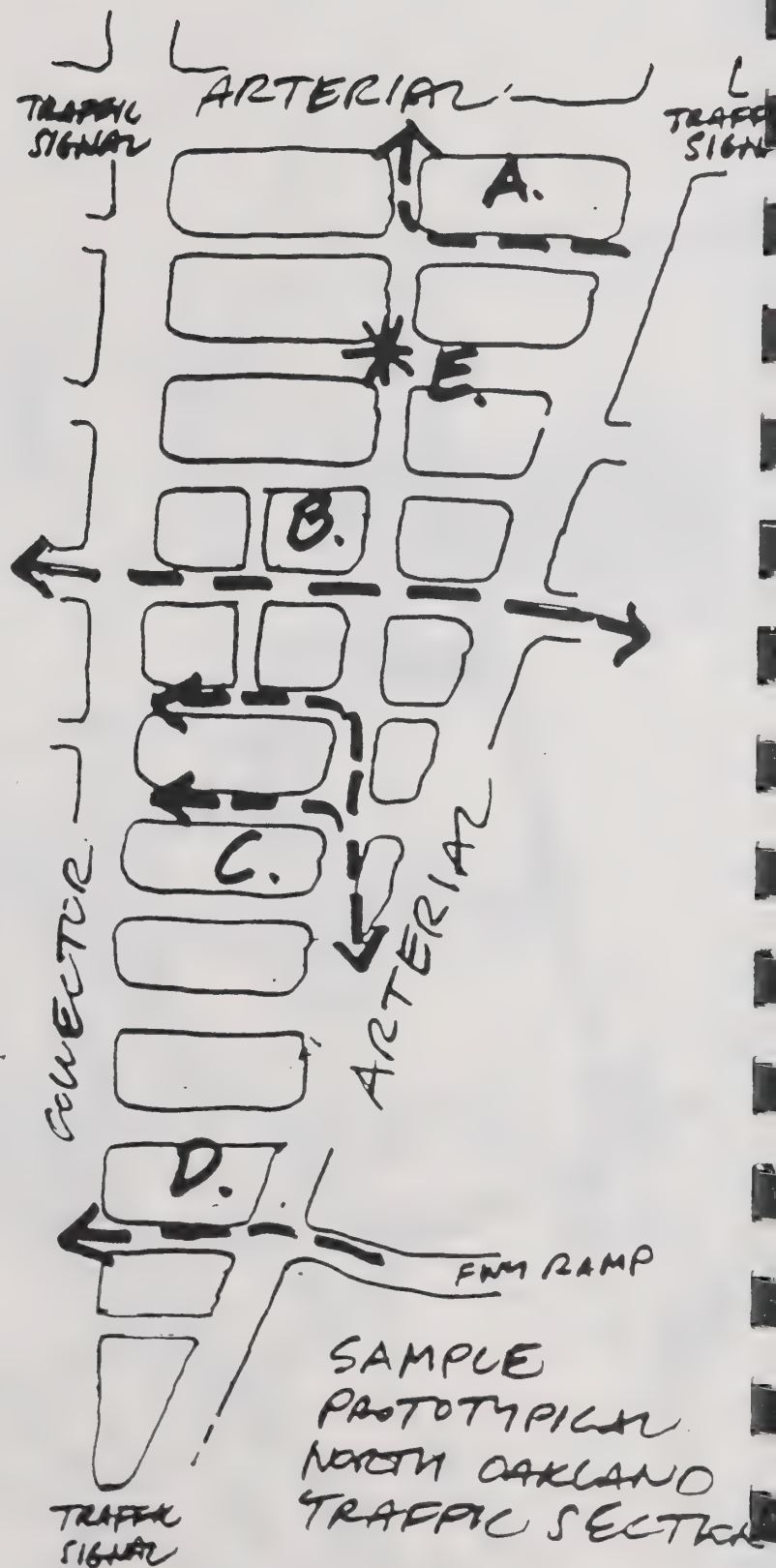


FIGURE 7

②

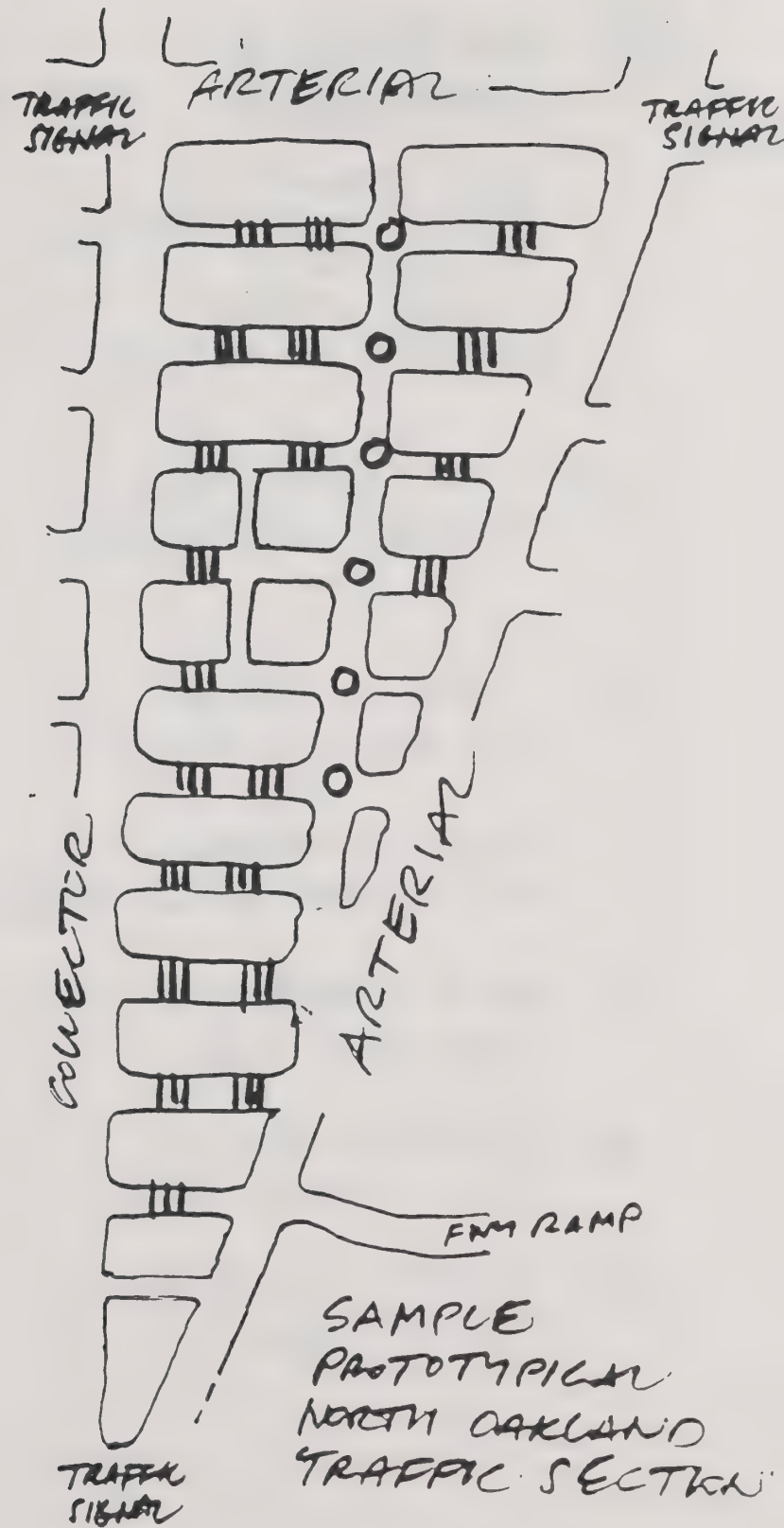
OPTION 1 APPROACH

SLOW TRAFFIC
THROUGH NEIGHBORHOOD

KEY TO EXAMPLE OF
'TOOLS' EMPLOYED:

○ TRAFFIC
CIRCLE
(COULD ALSO HAVE
USED 4-WAY STOP
SIGN.)

III SPEED
UNLIMITATION
(COULD ALSO
USE 'CHOKERS')



SAMPLE
PROTOTYPICAL
NORTH OAKLAND
TRAFFIC SECTION

FIGURE 8

③ OPTION 2 APPROACH

SLOW TRAFFIC
THROUGH NEIGHBORHOOD
- AND -
DIVERT TRAFFIC
AT KEY LOCATIONS

KEY TO EXAMPLES
OF 'TOOLS' EMPLOYED

- | FULL DIVERTER
AT END OF BLOCK
- / FULL DIVERTER
AT 4-WAY INTERSECTION
- ! HALF DIVERTER
(ONE WAY OUT)
- TRAFFIC CIRCLE
(OR 4-WAY STOP)
- ≡ SPEED UNDULATIONS
(OR CHOKERS)

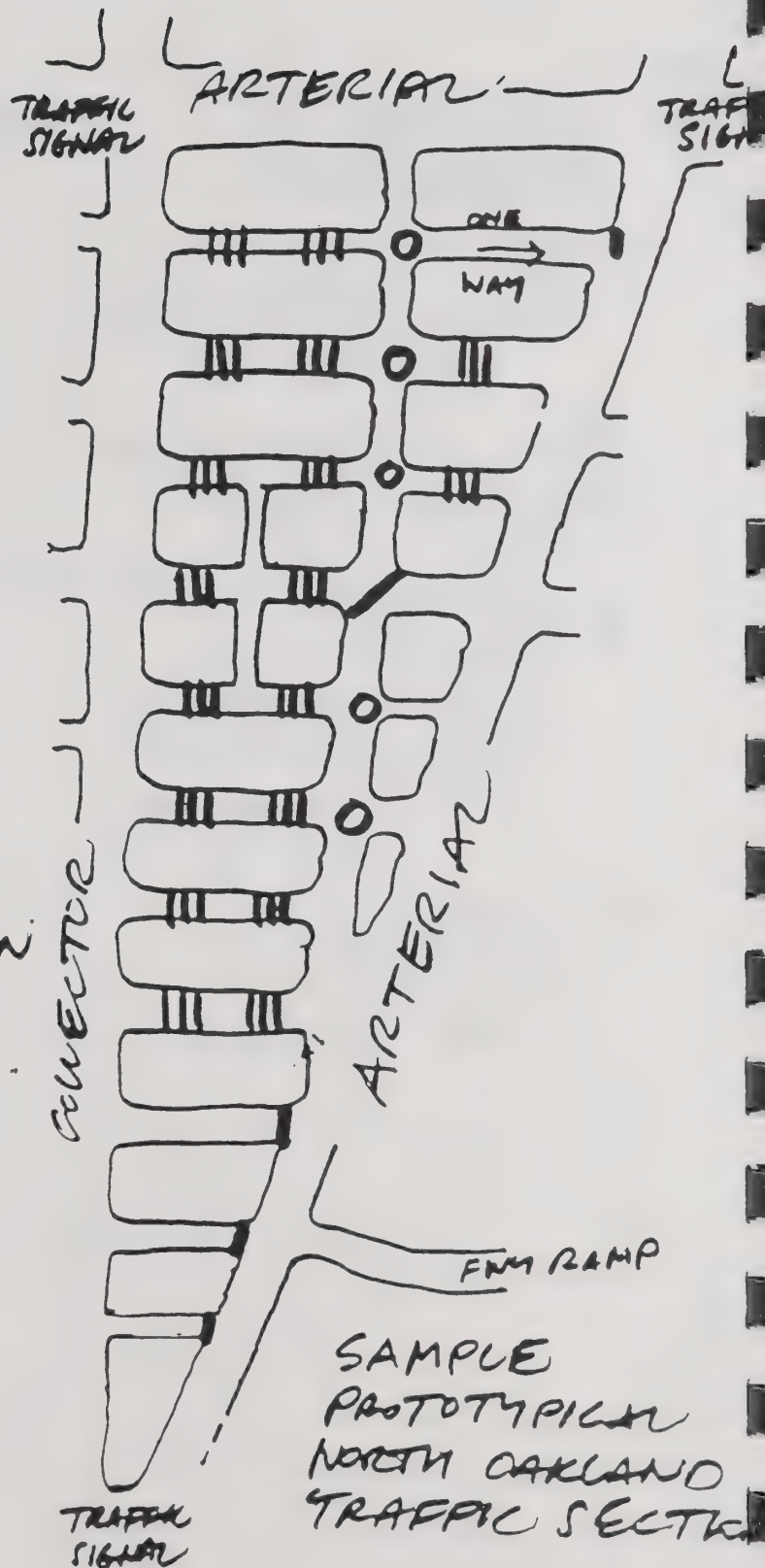


FIGURE 9

④

OPTION 3 APPROACH

PREVENT ANY
THROUGH TRAFFIC
ON ANY LOCAL
STREETS

KEY TO EXAMPLES
OF TOOLS EMPLOYED

- | FULL DIVERTER
AT END OF BLOCK
- / FULL DIVERTER
AT 4-WAY INTERSECTION
- | HALF-DIVERTER
(ONE WAY OUT)

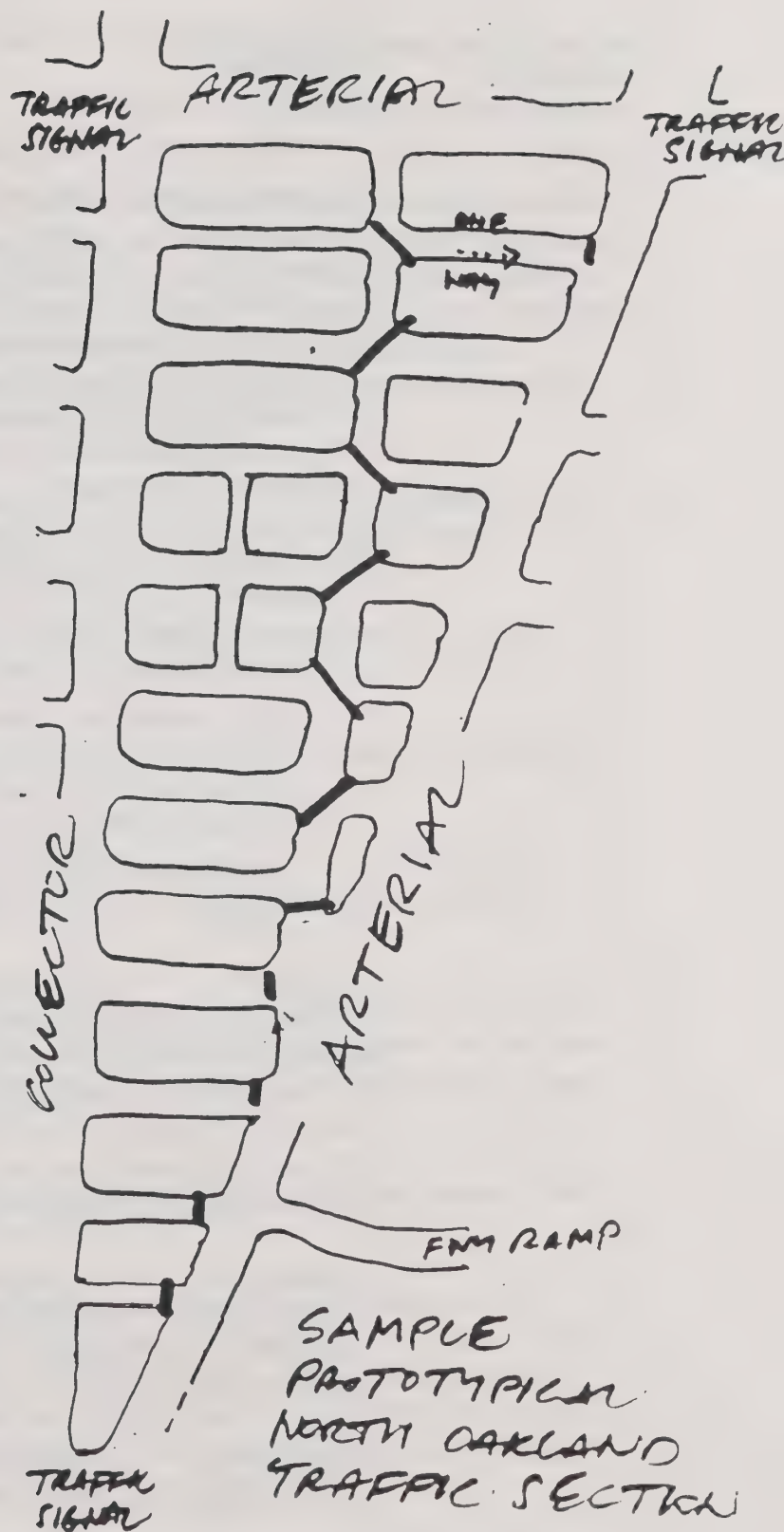


FIGURE 10

Response to Letter 9: Robert Brokl and Alfred Crofts

Response 9-1. The California Environmental Quality Act (CEQA) requires EIRs to be prepared "as early as feasible in the planning process to enable environmental considerations to influence project program and design and yet late enough to provide meaningful information for environmental assessment." (CEQA Guidelines section 15004 (b).) The project was defined well enough when the Draft EIR/EIS was prepared to provide a meaningful environmental assessment.

Response 9-2. The City Council meeting on September 21, 1993 was held to consider the project. The Planning Commission meeting on September 22 was about the Draft EIR/EIS. The City provided the following notice regarding the Planning Commission meeting in the following ways:

- Legal advertisements were run twice in the Oakland Tribune.
- Signs were posted at the site.
- A flyer was sent to every occupant within 300 feet of the site.
- A meeting announcement was sent to the North Oakland Voters Alliance.

Response 9-3. The proposals considered by the City in August of 1993 fall within the range of alternatives in the Draft EIR/EIS. The amount of development in the alternatives considered by the City are the same as or less than the amount assessed in the Draft EIR/EIS, and thus the impacts are similar to or less than Alternative 2 or 3, which have the greatest impact. The city must select mitigation measures from applicable alternatives to offset the specific impacts of its selected alternative.

Response 9-4. The amount of participation in the City Council meeting on the project indicates that citizens are aware of the project and willing to comment on their concerns. Extensive planning, review and citizen participation have taken place regarding this project and its impacts.

Response 9-5. The 1992 National Register application has been included as an appendix to this Final EIR/EIS Addendum.

Response 9-6. Please see response 8-3 regarding the seismic safety evaluation.

Response 9-7. Figure 35 on page 270 of the Draft EIR/EIS has been updated to reflect the final rating given to the buildings in 1990 by the

Oakland Landmarks Board, as well as the preliminary designation given to the buildings in 1986 by the Oakland Cultural Heritage Survey. The commentor is correct: The preliminary designation was based on a drive-by survey, and the Landmarks Board rating was based on a formal, 19-point evaluation. Page 286 of the Draft EIR/EIS has been revised to include a statement of the Landmarks Board rating. The Landmarks Board evaluation has been included as an appendix to this Final EIR/EIS Addendum.

Response 9-8. The pine tree has been added to the description of large trees on page 261 of the Draft EIR/EIS, and to Mitigation Measure 2-5:VEGWILD-1a on page 266 of the Draft EIR/EIS.

Response 9-9. The APE was approved by the State Office of Historic Preservation.

Response 9-10. The term "direct effect" refers to alteration or removal of buildings. This would occur only on the project site.

Response 9-11. The historic building is only two stories tall; the other construction is also two stories tall, except for the single-family residential houses in Alternative 2.

Response 9-12. The project would generate approximately four to five times as much traffic on Martin Luther King Jr. Way as it would on the three streets with the next highest project traffic volumes, as can be deduced from Figure 29 in the Draft EIR/EIS.

Response 9-13. Idora Park, the Temescal district and the Cattaneo Block are outside the Area of Potential Effect.

Response 9-14. Although the tower on the existing building would be visible from points along Arlington Street to the west and 58th Street to the east, the tower would not be changed by the project. The portions of the building that could be altered are only two stories high. Views of two-story elements from the west are blocked by the elevated BART line, and views from the east are of the unadorned back of the complex.

Response 9-15. The traffic, visual resources analysis used a larger study area than the APE, and analyzed project effects on this larger area.

Response 9-16. The alternatives studied in the EIR/EIS are based on the 1993 Design Guidelines adopted by the City Council, and these guidelines were

part of the Request for Proposals for development on the site. The City Council noted the guidelines developed by Morten Jensen, but did not adopt them.

Response 9-17. Please see response 9-12 regarding the proportion of project traffic that would use Martin Luther King Jr. Way.

Response 9-18. Mitigation Measures 2:TRA-1, 3:TRA-1 and 4:TRA-1 recommend speed undulations to help control speeding and traffic volumes, as a mitigation measure for the traffic volumes above 3,000 daily vehicles on Dover Street south of Aileen Street.

Response 9-19. Because cumulative traffic would lead to traffic volumes of more than 3,000 average daily trips on Dover Street, the Draft EIR/EIS contains mitigation measures requiring speed undulations on that street. Mitigation Measure 2-5:TRA-3 recommends limiting truck routes to arterial streets, and prohibiting trucks from using Aileen Street west of Telegraph Avenue. These measures would reduce the impacts of project traffic to a less than significant level.

Response 9-20. Mitigation Measures 3:TRA-3 and 4:TRA-2 recommend a traffic signal to provide protected pedestrian crossings to the proposed senior center.

Response 9-21. The Draft EIR/EIS points out that Alternative 3 would not meet City parking standards, and Mitigation Measure 3:TRA-4 recommends that it be brought into compliance. The method of meeting the requirements were chosen because parking structures are very expensive and the EIR/EIS authors believed the project developer would find it more feasible to reduce the level of development than to build a parking structure. Furthermore, a parking structure would have its own adverse impacts on the visual, environmental and architectural integrity of the historic structure.

Response 9-22. Mitigation Measures 2:CULTURE-4, 3:CULTURE-3, 4:CULTURE-3 and 5:CULTURE-2 recommend relocating parking lots to the rear of the building.

Response 9-23. The fact that medical development of the site could lead to requests for commercial development (which would include medical offices) across Martin Luther King, Jr. Way is discussed on page 311 of the Draft EIR/EIS. These parcels are zoned residential, and conversion to commercial use would require re-zoning.

Response 9-24. R-50 zoning is proposed for the residential portion of Alternative 3 because the lots would be 4,800 square feet in area; the R-40 zone requires a minimum lot size of 5,000 square feet.

Response 9-25. A paragraph has been added to page 290 of the Draft EIR/EIS regarding the project's effect on the property's eligibility for the National Register.

Response 9-26. A Programmatic Agreement between the State Historic Preservation Office and the City of Oakland is included as an appendix to this Final EIR/EIS Addendum.

received
9/27/93

Lynne Horiuchi

701 39th Street

Oakland, California

94609-2301

(510) 547

September 27, 1993

Brian Kalahar
c/o Anu Rand
Environmental Review Coordinator
Oakland Planning Department
1330 Broadway, Suite 310
Oakland, Ca, 94612

Subject: the Draft Environmental Impact Report/Environmental Impact
Statement for the Martin Luther King, Jr. Plaza
State Clearinghouse No. 93061050

I have the following comments on the Draft Environmental Impact
Report/Environmental Impact Statement for the Martin Luther King, Jr. Plaza
(Plaza), State Clearinghouse No. 93061050.

General Comments

- 10-1 I am disappointed in the public hearing process. The public hearings were not adequately publicized. Each hearing as required by law should be publicized in the most widely circulated newspapers for the area. In this case, that newspaper would be the Oakland Tribune.
- 10-2 The documents lacks the information necessary to assist decision makers in selecting alternative. The project alternatives are not specific enough to provide meaningful analysis of the alternatives. There is no clear description of the alternatives and the mitigation which is included for each alternative. There is a considerable lack of information and analysis throughout the document on the individual alternatives. For example, there is no description of the interior treatment of the buildings listed on the National Register, so there can be no determination of the impacts on the historical integrity of those buildings.
- 10-3
- 10-4 **Summary of Findings**
The Summary of Findings makes it difficult to compare alternatives by listing all the impacts together instead of listing the impacts by alternative.

- 10-5 Some minimal description of the alternatives should be included in the document to clarify the summary of findings.
- 10-6 The document neglects to mention air quality conformity. How do these projects related to air quality conformity required by the California Clean Air Act and the amendments to the federal Clear Air Act? How do the alternatives relate to proposed congestion management plans for Alameda County? What is the
- 10-7 Clean Air Plan?
- 10-8
- 10-9 It is also not clear whether the mitigation proposed is part of the Plaza project as proposed. For example, will fire hydrants and water lines be upgraded to meet fire flow requirements for alternatives 2-5? Is the installation of these fire hydrants considered part of the proposed alternatives? Will the developer be paying for the additional fire hydrants.
- 10-10 The word "should" is used frequently to describe mitigation, and it is not clear if the mitigation proposed will be carried out. If the mitigation is part of the project, please indicate that it "will" be implemented.
- 10-11 The seismic retrofit plans are very vague and do not address the necessity to minimize affecting the historical integrity of the building. There is an alternative building code which can be used for retrofitting historic buildings. The use of this alternative code should be addressed.
- 10-12 How is it possible that Alternative 4 has no shortfall of parking spaces?
- 10-13 **Visual and Urban Design Factors**
Comparative analysis of the pedestrian ways and bikeways is minimal. The various plans should be compared.
- 10-14 **Traffic**
The discussion of signal warrants does not address future projected traffic. This is a major omission since the Plaza will obviously generate future traffic.
- 10-15 Additional traffic signals on Martin Luther King, Jr. Way should be provided for pedestrian traffic coming from west of the Plaza project.
- 10-16 There is no analysis to explain how there can be no shortfall of parking for Alternative 4.
- 10-17 Part of the mitigation for construction traffic should be adequate public notice to the neighborhood of planned closures.
- 10-18 It is not clear whether the proposed mitigation is part of the proposed Plaza project or who will be financially responsible for any mitigation.
- 10-19 Speed undulations will not resolve the increase in traffic. They may, in fact, produce more delays.

- 10-20** The traffic for specific intersections should be analyzed and discussed with the proposed mitigation based on clearly defined future projected traffic volumes.
- 10-21** **Air Quality**
How does this project relate to the Congestion Management Plan for Alameda County to mitigate air quality?
- 10-22** Why doesn't the Plaza project provide more concrete mitigation such as employer incentives for the use of mass-transit and the reduction of single occupancy vehicle commuters, shuttle vans to the BART stations or cost-sharing for transit users?
- 10-23** **Police Protection**
The mitigation for crime and safety issues is generic and it is not clear whether the mitigation will be carried out. Participation in community policing programs should be a minimum mitigation required by the City.
- 10-24** **Cultural Resources**
The discussion of impacts and mitigation measures is too vague. This is, in part, because the alternatives are not adequately defined for determining potential impacts. It is not possible to define an impact if it is not clear what is proposed. For example, what are the plans for the interiors of the buildings? How will these plans conform to the Secretary of Interior's Standards for retaining the historical integrity of the buildings. And, how do the different alternatives vary in their retention of historical elements of the buildings' interior?
- 10-25** Also what will be the treatment of the interior courts and how do the various alternatives compare?
- 10-26** A Programmatic Memorandum of Agreement to satisfy the requirements of Section 106 of the National Historic Preservation Act will not be acceptable as documentation of consultation for this project. It is very inappropriate for a project which has caused public controversy over the preservation of Merritt College for over 15 years.
- 10-27** The seismic retrofit plans are very vague and need to be addressed more specifically so that the seismic retrofit plans for the various alternatives can be compared.
- 10-28** The name of the State Historic Preservation Officer is misspelled.

Sincerely,



Lynne Horiuchi

Response to Letter 10: Lynne Horiuchi

Response 10-1. Please see response 9-2 regarding publicity for the public hearing on the Draft EIR/EIS.

Response 10-2. The project alternatives are described in detail on pages 35-62 of the Draft EIR/EIS. Mitigation Measures are listed by alternative in each section of Chapter IV and in the Summary Table on pages 6-33 of the Draft EIR/EIS. Each analysis in Chapter IV, Setting, Impacts, and Mitigation Measures, has a subsection on each alternative.

Response 10-3. The placement of uses in the existing historical building is shown on Figures 5, 7, 9 and 11. Construction within the building is described on pages 288-289 of the Draft EIR/EIS. Impact 2:CULTURE-3 address the impacts of this construction, and Mitigation Measure 2:CULTURE-3 would mitigate this impact to a less than significant level. Because this mitigation measure requires all new interior construction in character-defining spaces to comply strictly with the *Secretary of Interior's Standards and Guidelines*, a detailed description of this construction is not necessary in the Draft EIR/EIS.

Response 10-4. The Summary of Findings table lists each alternative under each topic. Alternatives 2-5 are listed together only when the impacts are the same for all of these alternatives. Table 44 on page 308 compares alternatives.

Response 10-5. The project alternatives are described on pages 35-62 of the Draft EIR/EIS.

Response 10-6. The standards of the California and federal Clean Air Acts are described on pages 169-170 of the Draft EIR/EIS, and are used as significance criteria in the impact analysis.

Response 10-7. A paragraph and a table have been added to page 146 of the Draft EIR/EIS describing the daily volume from the project on roads that are part of the Congestion Management Program network.

Response 10-8. The *Bay Area '91 Clean Air Plan*, which was adopted by the Bay Area Air Quality Management District in 1991, proposes air quality control measures. The measures that would be relevant to the proposed project are transportation control measures; the other measures are stationary source control measures (applying to industry). The plan calls for implementation of transportation control measures by the Bay Area Air Quality Management District, the Metropolitan Transportation Commission, Caltrans, congestion

management agencies, cities, counties, rideshare coordination organizations, transit operators, employers, railroads, the Public Utilities Commission, school districts, and the state legislature.

The transportation control measures in the Clean Air Plan include the following sets of actions:

- Expanding employer assistance programs,
- Adopting an employer-based trip reduction rule,
- Improving areawide transit service,
- Expediting and expanding a regional rail agreement,
- Improving access to rail and ferries,
- Improving intercity rail,
- Improving ferry service,
- Constructing carpool/express bus lanes on freeways,
- Improving bicycle access and facilities,
- Improving youth transportation,
- Installing freeway traffic operations systems,
- Improving arterial traffic management,
- Providing transit use incentives,
- Assessing van pool liability insurance needs,
- Providing carpool incentives,
- Developing an indirect source control program,
- Conducting public education,
- Zoning for higher densities near transit stations,
- Including air quality elements in General Plans,
- Conducting demonstration projects,
- Implementing revenue measures,
- Implementing market-based pricing measures, and
- Encouraging voluntary ozone excess "no drive days."

Response 10-9. The mitigation measures in the Draft EIR/EIS are actions that were not in the project description which the Draft EIR/EIS analyzed. The EIR/EIS recommends including them in the project. The developer would

be required to pay for infrastructure upgrades that are necessary for the project.

Response 10-10. The mitigation measures in the Draft EIR/EIS have been revised to use the word "shall," although they are only recommendations to the decision makers. Feasible mitigation measures must be included as requirements in the conditions of project approval.

Response 10-11. Mitigation Measure 1:SEISMIC-1 on page 217 of the Draft EIR/EIS has been revised to require seismic retrofit in accordance with the State Historic Building Code.

Response 10-12. The analysis of parking needs for the alternatives is shown in Table 25 on page 157 of the Draft EIR/EIS. As shown in this table, the City requires 186 spaces, parking demand would be up to 200 spaces, and the supply would be 216 spaces. Alternative 4 has no retail, medical or auditorium space; the types of uses which generate a high demand for parking spaces. The City ordinance assumes, and empirical evidence shows, that senior housing does not require a parking space for each dwelling unit. Actual demand is generally closer to one parking space for every third unit. This is reflected in the "Rate" columns in Table 25, where the Senior Residential rate is 0.4 in the City ordinance and 0.3 under Maximum Parking Demand.

Response 10-13. The main discussion of pedestrian ways and bikeways is in the traffic section, on page 160 of the Draft EIR/EIS. A comparison of pedestrian access in the alternatives has been added to this discussion. None of the proposed alternatives include bikeways, as stated in Impact 2-5:TRA-6 on page 166 of the Draft EIR/EIS. The Mitigation Measure for this impact has been revised to include a bikeway requirement.

Response 10-14. The signal warrant discussion referred to is in the Setting subsection of the Traffic and Circulation section. The Setting subsection is intended to describe existing conditions and policies. The impact of the project on intersections is discussed on pages 151-155 of the Draft EIR/EIS. Based on this analysis, Impact 3:TRA-3 states that under Alternative 3, traffic volumes would exceed peak hour signal warrants during at least one peak hour at all four unsignalized intersections adjacent to the Project. Intersection approach volume projections are included as an appendix to this Final EIR/EIS Addendum.

Response 10-15. Mitigation measures requiring a traffic signal for Alternatives 2 and 3 have been added to pages 166 and 167 of the Draft EIR/EIS. The

Draft EIR/EIS contains such a mitigation measure on page 167 for Alternative 4. Alternative 5 would generate a small number of pedestrian trips; hence no pedestrian signal would be needed for this alternative.

Response 10-16. Please see response 10-12 regarding parking for Alternative 4.

Response 10-17. Mitigation Measure 1-5:TRA-54 has been revised to require notifying neighbors in advance of planned temporary lane closures.

Response 10-18. Please see response 10-9 regarding mitigation measures.

Response 10-19. Speed undulations are designed to slow vehicles, thereby reducing noise and safety hazards. The slower speed could lead some of the through drivers to choose another route, thereby reducing the volume on this block.

Response 10-20. Traffic for specific intersections is analyzed and discussed on pages 151-155 of the Draft EIR/EIS. This discussion projects the level of service of each intersection based on projected traffic volumes shown in Tables 19 and 20 on pages 144 and 147 of the Draft EIR/EIS. Intersection approach volume projections are included as an appendix to this Final EIR/EIS Addendum.

Response 10-21. A discussion of the Congestion Management Program has been added to page 161 of the Draft EIR/EIS.

Response 10-22. The mitigation measures mentioned in the comment have to do with the operation of the project after construction is completed. Employers of 100 people or more are required by the City's Trip Reduction Ordinance and the Bay Area Air Quality Management District's Rule 13 to submit a plan for reducing solo driving. The measures mentioned would be options for those firms to use in meeting these requirements. Mitigation Measures 2:AIR-2b and 2c require future site tenants to comply with these regulations. The EIR/EIS also contains concrete trip-reduction mitigation measures that are part of project construction. These include pedestrian access in the original Draft EIR/EIS, and bicycle facilities, preferential parking for van pools and carpools, and accommodation for electrical vehicles in this Final EIR/EIS Addendum.

Response 10-23. There is no reason that Mitigation Measure 2-5:POLICE-1 could not be implemented. The last item in that mitigation measure requires

that a home and apartment alert group be set up when the occupancy permit is granted. This, like the other measures, would be implemented in cooperation with the Oakland Police Department, as stated on page 247 of the Draft EIR/EIS.

Response 10-24. Please see responses 10-2, 10-3 and 10-4 regarding alternatives definition, interiors, Secretary of Interior Standards and alternatives comparison.

Response 10-25. The interior courts would be maintained as courtyards in all of the alternatives, as shown in the description of alternatives. Mitigation measure 2-5:VEGWILD-1 requires that the strawberry trees, wisteria and sycamores in the interior courtyards be preserved, pruned, rehabilitated and incorporated in the landscaping plans. The walls of interior courtyards are considered to be part of the building's exterior. To clarify this, an explanatory note has been added to page 286 of the Draft EIR/EIS.

Response 10-26. It is not clear what form of documentation of SHPO consultation the commentor would like to see.

Response 10-27. Mitigation Measure 1:SEISMIC-1 on page 217 of the Draft EIR/EIS has been revised to require seismic retrofit in accordance with the State Historic Building Code. The requirements would be the same for all of the alternatives.

Response 10-28. The commentor is correct. The spelling of the name Steade Craig has been corrected on page 325 of the Draft EIR/EIS.

Caitlin & Peter Mitchell-Dayton
5667 Dover Street
Oakland, Ca 94609

September 5, 1993


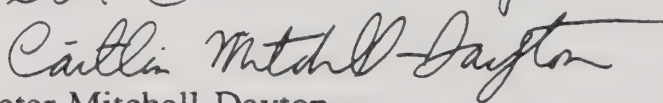
Ms. Anu Raud
Environmental Review Coordinator
Oakland Office of Planning and Building
1330 Broadway, Suite 310
Oakland Ca 94618

Dear Ms. Raud,

11-1

We are writing to request an amendment to the EIR for the Martin Luther King, Jr. Plaza Development at old Lake Merrit College. A large mature specimen pine tree, perhaps 80 feet in height, which grows just inside the western perimeter of the site where it abuts the property of 716 Aileen Street, does not appear to be mentioned in the Draft EIR. This valuable, unique tree must be preserved. Please include it in the EIR.

Yours truly,

Peter Mitchell-Dayton

Caitlin Mitchell-Dayton

Response to Letter 11: Caitlin and Peter Mitchell-Dayton

Response 11-1: The pine tree has been added to the description of large trees on page 261 of the Draft EIR/EIS, and to Mitigation Measure 2-5:VEGWILD-1a on page 266 of the Draft EIR/EIS.

CLIFFORD SWEET
ATTORNEY AT LAW
2717 WEBSTER STREET
BERKELEY, CALIFORNIA 94705
TELEPHONE (510) 843-3606

August 17, 1993

Ann Raud
Environmental Review Coordinator
City of Oakland
One City Hall Plaza
Oakland, CA 94612

RE: Martin Luther King Plaza

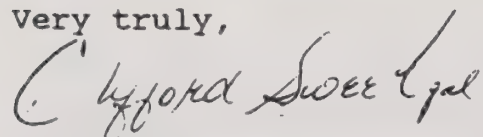
Dear Ms. Raud:

12-1 I am the owner of property in the general area of the Grove Street Campus. My property is located at 739 - 44th Street and at 5936-38 Genoa Street, Oakland.

The draft Environmental Impact Report (E.I.R.) shows me as supporting no project. After reading the E.I.R. and statement, I am supportive of alternative three; a medical rehabilitation facility. I believe that North Oakland needs economic development and employment which will be brought by the medical facility.

There is plenty of senior housing at 58th/59th and Martin Luther King. There is also numerous low-income housing units in the area surrounding the Martin Luther King Plaza.

Very truly,



Clifford Sweet
Attorney at Law

CS:gal

Response to Letter 12: Clifford Sweet

Response 12-1. The comment in support of Alternative 3 is noted.

B. Letters Commenting on the Proposed Project

■ ■ ■

Oakland Design Advocates

August 31, 1993

The Honorable Elihu Harris
Mayor, City of Oakland and
Members of the City Council



Subject: Citizens Advisory Committee Recommendation for development of the historic Merritt College Campus on Martin Luther King Jr. Way

Dear Mayor Harris and Members of the Oakland City Council

We understand that the Merritt College Citizens' Advisory Committee has recommended selection of the IDG Architects/Baner Financial Development Proposal for preservation and development of the historic Merritt College site on MLK Jr. Way. We have reviewed all three of the development proposals and we feel that the citizens' group has made an excellent and informed choice. We support their choice and recommend strongly that the City Council accept the selection of the IDG/Baner development team.

With best wishes,

OAKLAND DESIGN ADVOCATES

Brooks R. Kolb, Chair

cc: Jim Ishimaru, IDG Architects
Keith Carson, Citizens' Merritt College Restoration Advisory Committee
Cecilia Kilmartin, Citizens' Merritt College Restoration Advisory Committee
Annalee Allen, Oakland Heritage Alliance
John Wagers, North Oakland Voters Alliance

Oakland Design Advocates

August 31, 1993

The Honorable Elihu Harris
Mayor, City of Oakland and
Members of the City Council

Subject: Review of Three Preservation and Development Proposals for the historic
Merritt College Campus on Martin Luther King Jr. Way

Dear Mayor Harris and Members of the Oakland City Council:

Oakland Design Advocates was pleased to review presentations by all three of the development proposal teams for the historic Merritt College Campus at our August 11 meeting. We are delighted that the City of Oakland is intending to proceed with preservation of this historic site.

Following are our comments on all three of the development team proposals in the form as presented to us on August 11:

A. IDG Architects/Baner Financial Development Proposal:

Pros:

1. Good, generous central open space
2. Good solution to parking - two parking lots, one at either end of the block
3. Excellent use of historic main building as a community center: this will bring liveliness to a really dead block.
4. Good use of central library space as a cultural center; good use of Martin Luther King Jr. Way frontage for cafe and drugstore - this will bring life to MLK Jr. Way.
5. Good layout of ornamental entry drive off of MLK Jr. Way: this will provide an appropriate, formal foreground to the building.
6. Benefit of giving building courtyards back to the public as an open space resource.

Cons:

1. Less housing provided than in the other two schemes.

B. Martin Luther King Jr./Plaza IV (Michael Willis and Associates):

Pros:

1. Sizeable, useable central open space
2. Maximizes site potential for housing without haphazard arrangement of housing units
3. Good use of historic building as a senior housing complex.
4. Excellent use of central former library space as a dining hall.

Cons:

1. Parking spaces surround the central loop road, isolating the central open space in a sea of cars.
2. New retail building and parking at southwest corner of site are awkward, crowded, and could be like a corner strip mall.

C. Community Based Developers, Inc./Harry Overstreet, AIA

Pros:

1. Provides housing in scale and character with neighborhood
2. Re-uses existing auditorium as a performing arts center
3. Good use of main building for a senior housing complex; good use of courtyards for senior housing protected open space.

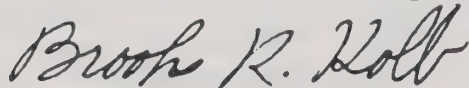
Cons:

1. Has no useable central open space
2. Has site planning typical of an ordinary developer's thinking; uses up all available space for single-family houses
3. Parking on MLK Jr. Way is crowded in, would be an eyesore, would detract from restored facade of main building.
4. Retail and office development building at southwest corner of site looks crowded and jammed in.

Again, we wish to offer our support in the City's intention to preserve and develop this important historic site.

With Best Wishes,

OAKLAND DESIGN ADVOCATES



Brooks R. Kolb, Chair

cc: Keith Carson, Citizens' Merritt College Restoration Advisory Committee
Cecilia Kilmartin, Citizens' Merritt College Restoration Advisory Committee
Annalee Allen, Oakland Heritage Alliance
Jim Ishimaru, IDG Architects
Michael Willis, Michael Willis and Associates, Architects
Doug Cole and Don Engle, Oakland Community Housing
Harry Overstreet, Gerson and Overstreet, AIA
John Wagers, North Oakland Voters Alliance

RCPC

ROCKRIDGE COMMUNITY PLANNING COUNCIL ■ 5856 COLLEGE AVENUE #130 ■ OAKLAND, CALIFORNIA 94618

September 17, 1993

The Honorable Elihu Harris
Mayor, City of Oakland

Members of the City Council

Re: Merritt College Citizens' Advisory Committee Recommendation
of IDG Architects/Baner Financial Development Project

Dear Mayor Harris and Members of the Oakland City Council:

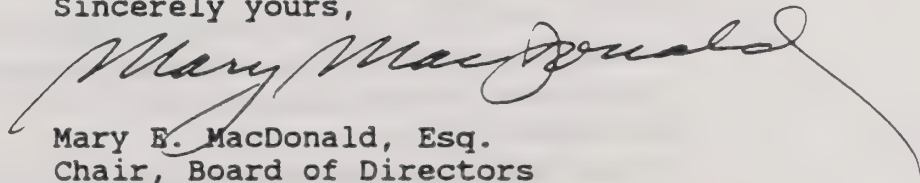
This is to express the support of the Board of Directors of the Rockridge Community Planning Council (RCPC) for the Merritt College Citizens' Advisory Committee's recommendation that IDG Architects/Baner Financial Development (IDG/Baner) be selected to enter into negotiations for development of old Merritt College on Martin Luther King Jr. Way.

RCPC's Board is supportive of IDG/Baner's proposal to develop a medical/commercial center as it would bring vitality to the area as well as create job opportunities. The Board also favors the senior housing on the site proposed by IDG/Baner.

We further believe it is important that the City follow the recommendation of its own Advisory Committee, whose members were selected to represent the community and who have worked so hard on this project.

RCPC strongly urges the City Council to award IDG/Baner the opportunity to negotiate with the City on its development proposal.

Sincerely yours,



Mary E. MacDonald, Esq.
Chair, Board of Directors

ROCKRIDGE COMMUNITY PLANNING COUNCIL

kl

cc: Keith Carson, Chairperson,
Merritt College Citizens Advisory Committee
John Wagers, North Oakland Voters' Alliance

Carl Anderson • 4826 Clarke Street • Oakland • CA • 94609

September 17, 1993

**Sheila Jordan, Concilmember
Oakland City Council
One City Hall Plaza
Oakland, CA 94612**

Dear Councilmember Jordan:

I am writing to express my total, complete and unequivocal support for the decision of the Citizen Advisory Committee for Martin Luther King Jr. Plaza at Old Merritt College. It is not an easy task for a diverse group of private citizens to represent the interests of North Oakland on this controversial project. However the Committee did their homework and produced an excellent report and recommendations which should be supported by the entire city.

I cannot express how furious I am with the developer who came in third and trashed the meeting last Monday at Washington school. I personally left half way through the meeting sick at heart at the abuse heaped on these wonderful citizens who gave so much of their time and energy. I WILL BE REALLY PISSED OFF IF THE TERRORIST TACTICS OF THE TAYLOR CABAL ARE ALLOWED TO REVERSE THE SENTIMENTS OF THE VAST MAJORITY OF NORTH OAKLAND.

It is our responsibility to stand up to these irresponsible thugs and support the Citizens Advisory Committee. The legacy of Dr. Martin Luther King can only be upheld by communities working together towards a goal of neighborhood revitalization and equality, NOT by facist demagoguery.

Thank you for supporting this vital community issue.

Sincerely,



Carl Anderson



**Corbett
Properties**
REAL ESTATE COMPANY®

Please Reply to:
San Leandro Office
☐ 220 Juana Avenue
San Leandro, CA 94577

Oakland Office
☒ 3940 High Street, Suite A
Oakland, CA 94619

Telephone: (510) 530-4600 • Fax: (510) 357-1071

17 September, 1993

Sheila Jordan
Member, Oakland City Council
505-14th St., 6th Floor
Oakland, CA. 94612

RE: Old Merritt College sight

Dear Sheila,

This is to inform you that I approve of and support the recommendation of the Citizen's Committee in picking the IDG-Baner proposal for the development of the Old Merritt College site. As you well know, that site has sat vacant and has been an eye sore for way too long.

I urge you to support the selection of IDG-Baner so that negotiations can proceed and the community can finally make use of that sight. Thank you.

VERY TRULY YOURS,

KEVIN M. CORBETT
Broker/Owner

KMC/mac

RECEIVED
SEP 21 PM 3:27

Sept 20, 1993

Dear Sheila Jordan,

We implore you and the other Council members to approve the development proposal for the old Merritt College Site that has been forwarded by IDG/Baner.

Since we reside near the site, we have maintained a keen interest in the site - and we feel strongly the IDG/Baner proposal should move forward ASAP!

Thank you,

Charles Eizenberg

My Lynne

5918 Dover St.
Oakland

409-61 Street
Oakland, Ca. 94607
September 16, 1993

Dear Sheila,

For years I believed our "leaders" on the North Oakland District Council, NODC, and the North Oakland Community Development Board, NOCD, gave their time and dedication to the well being and togetherness of our community.

Instead of responding to community concerns, we've been accused of being anti-business and seeking "gentrification" by opposing development of some automotive services, the Civic Light Club and Lail's Jr.

Without any apparent accountability, massive C.D. funds appeared to be granted repeatedly to favored recipients. The Oakland Development Corporation and now the Community Based Development Corporation appear to be self-serving interests. Any further questions about N.O.D.C. and the NOCD board should be referred to their record of past performance.

It is imperative to proceed with agreements already made for development of D.M.L.K. and not allow any further backsliding.

Sincerely,
Anita Halpern

690 58th Street
Oakland, CA 94609
September 19, 1993

Council Member Sheila Jordan
505 14th Street
6th Floor
Oakland, CA 94612

Dear Council Member Jordan,

We are writing to express our support for the proposal submitted by Oakland's IDG/Baner to develop and renovate the Old Merritt College building in North Oakland. As homeowners living directly across from the site, we feel that its successful redevelopment is important for the revitalization of our neighborhood and Oakland at large.

We were completely surprised by the opposition to the plan expressed by some people at the Washington school two weeks ago. In the many discussions we have had with our neighbors we have heard nothing but enthusiasm and excitement for the current proposal. The prospect of jobs, a community center, a health center and low density housing, with the preservation of the existing building is what we have been hoping for years.

Please don't let the opposition of a few people with hidden agendas get in the way of the progress of our community.

Sincerely,

Rob Hamner

Clair Hamner

Rob & Clair Hamner
690 58th Street
Oakland, CA 94609
(510) 658-1758

Oakland City Hall

Planning Ann Lund

1330 Broadway Suite 310

Oakland Calif. 94612

9/24/93

Hello Ann Lund

I wanted to write concerning Cld Merritt College project - I've written Council woman Jordan + phone from S.F. overseeing project - they never wrote back.

I've attended meeting - but talking 2-min doesn't do any good. Seems not much changed - City Hall bores citizens of Oakland out - those from Outside - in control of another project - that's to benefit those left out. I'm looking forward to City name change to Little San Francisco - Ex-S.F. residents taking over city, and running up the prices of houses.

I grew-up playing at Merritt College fields. Now Outsiders are doing the work, people of Oakland should be doing. City Hall + City Leadership - need to stop supporting Outsider and rip its own citizenship.

As stated in article - Not a pep - you will not get much from City Hall - they do show who they support - Outsiders - Oakland loses again.

Thanks Sincerely

R. Jones

1111 Sm. 2110 Ave. Oak 111 94612

9/24/93

Mr. Roud:

Upon reading this psalm: I've always
Kept Merritt's project in Mind as the pit!
It will be filled by Outsider - So
you don't understand + you don't know,
Nor do you people really care
A very Selfish - Jealous bunch!

He dug a pit
He dug it deep
He dug it for his brother
But through his sin.
He did fall in
The pit he dug for the other!
Well you'll never see that Pit - Outsider!
You're like City of Thakor
Biggest Scourge of all, Urban Renewal
NAB Egyptian - Master of Knowledge

PRESS ON
NOTHING IN THE WORLD CAN
TAKE THE PLACE OF PERSIS-
TENCE. TALENT WILL NOT;
NOTHING IS MORE COMMON
THAN UNSUCCESSFUL MEN
WITH TALENT. GENIUS WILL
NOT. UNREWARDED GENIUS
IS ALMOST A PROVERB.
EDUCATION ALONE WILL NOT;
THE WORLD IS FULL OF ED-
UCATED DERELICTS. PER-
SISTENCE AND DETERMINATION
ALONE ARE OMNIPOTENT.

— AB —

September 19, 1993

Sheila Jordan
City Council, North Oakland
505 14th Street, 6th Floor
Oakland, CA 94612

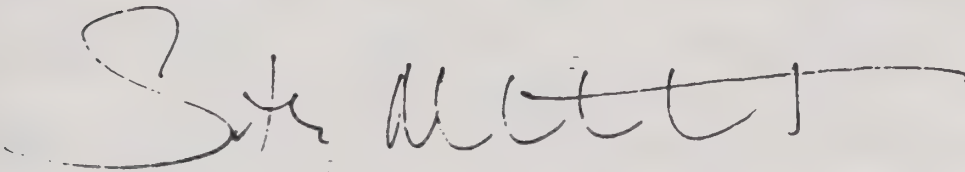
Dear Councilmember Jordan:

I am a resident of North Oakland. I am writing regarding the Merritt College Campus. I strongly support the Community Advisory Committee's recommendation for the IDG/Baner proposal. Its rehabilitation facility should help finance many services that this neighborhood needs.

It is high time that we move forward with this project. I protest Larry Taylor and his group trying to obstruct progress.

I urge that you vote to select IDG. Please turn back any attempts to block it.

Sincerely,

A handwritten signature in dark ink, appearing to read "Seth Melchert". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Seth Melchert
5521 Marshall Street
Oakland, CA 94608
654-2746

5307 Dover St
Sept 21, 1993
Oakland, Calif

94609

I just got the news about
the new life for old Merri-
ers we all that timing
in North Oakland would
have been something out
heart & help all people
we need that very much
and don't know why it has
not been done. I am so
sorry. I pray God
will bless you all to
pull together and make
to gather and have the
best that can be it can
be done with prayers and
everyone help to see it done
your very truly
Mrs Gertrude Smith

TO: Sheila Jordan, City Council, Oakland

THIS IS TO ADVISE THAT I APPROVE THE RECOMMENDATION OF THE
CITIZEN'S COMMITTEE IN PICKING THE TEAM OF IDG-BANER FOR
DEVELOPMENT OF THE OLD MERRITT COLLEGE SITE. PLEASE VOTE
TO APPROVE THE SELECTION SO THAT NEGOTIATIONS CAN PROCEED.
THANK YOU.

Dudy Pepe
signature

635 65th St.
address

9/17/93
date

TO: Sheila Jordan, City Council, Oakland

THIS IS TO ADVISE THAT I APPROVE THE RECOMMENDATION OF THE
CITIZEN'S COMMITTEE IN PICKING THE TEAM OF IDG-BANER FOR
DEVELOPMENT OF THE OLD MERRITT COLLEGE SITE. PLEASE VOTE
TO APPROVE THE SELECTION SO THAT NEGOTIATIONS CAN PROCEED.
THANK YOU.

Adelle Schenker
signature

6510 Wheeler St. Oak 94609
address

9/17/93
date

17 September 1993
Dear Sheila Jordan & other Councilmembers:

As a resident in North Oakland, I strongly support the Citizen's Advisory Committee's recommendation for the IDG/Baner development proposal for the old Merritt College. Its medical rehabilitation facility should help finance many services this neighborhood needs.

I urge City Council to approve that recommendation and select IDG. Please move the process forward now.

J. Dominick
584-58151 #8
Oakland CA 94609

9-21-93

DEAR SHEILA - AS A RESIDENT
AND HOMEOWNER IN YOUR
DISTRICT, I URGE YOU TO
SUPPORT THE IOA/BANER
PLAN TO REDEVELOP OLD
MERRITT COLLEGE.

LAUREN ELDER
652-1358

9/19/93

Dear Sheila,

Please recognize the need to accept
the Advisory Committee's recommendation
for the IDG/Baner proposal for Old Merrit
College. Those who protest that decision will
eventually find ways of participating
constructively in the development once it's
under way, but it must get under way and
go forward to work. JIM DOHERTY

17 Sep 1993

Dear Sheila Jordan & Other Councilmembers:

As a resident in North Oakland, I support the
Community Advisory Committee's recommendation
for the IDG/Baner development proposal for the
old Merrit College. Its rehabilitation facility
should help finance many services this
neighborhood needs.

I urge City Council to approve that recommenda-
tion and select IDG. Please move the process
forward now. Thanks.

Sincerely,

William B. Mitchell
William B. Mitchell

15 Sept. 1993

Dear Sheila Jordan and other Councilmembers:

As a resident in North Oakland, 2 blocks from old
Merritt, I strongly support the Community
Advisory Committee's recommendation for the
IDG/Baner development proposal. The rehab
facility should help finance many services this
neighborhood needs.

I urge the City Council to approve the recommendation
and move the process forward now.

Muhammad C. C. C. C. C.
574 Alameda St., Oakland 94609

Dear Mr. C. C. C. C. C.,

I am writing you to support the
recommendation for the IDG/Baner
development proposal for the old Merrit College.
The rehabilitation facility should help finance
many services this neighborhood needs.
I urge the City Council to approve the
recommendation and move the process forward
now.

9/17/93

Dear Sheila JORDAN & other
committee members.

As a resident of North Oakland, I strongly
support the Community Advisory Committee's
recommendations for the IDG/Briner development
proposal for the old Merritt College.

I urge City Council to approve that
recommendation and select IDG. Please move
the process forward now.

Sincerely, ASK [Signature]
Bishwender Paul
4355 Telegraph Ave #101
Oakland, CA 94609

Dear Sheila

Please do all in your power to
make that the advisory committee's
recommendations for the development
of Merritt College are implemented.
It would be a mistake to reject
their report and further delay
the improvement of that blighted
area in the city.

~~Dear~~

I am writing to ask you and your
fellow council members to support
the recommendations of the
Citizens Advisory Board regarding
the developer for the old Merritt
college site. Anwyl McDonald
569 - 57th St
Oakland 94609

Recommend IDG/Briner group

Dear Mrs Jordan,

"I am very pleased and supportive of
Community Advisory Committee's
and the IDG/Briner recommendation
regarding the development of Merritt College
accepted by the City. It is the best
presentation that I have seen in
meetings, and I hope the City Council
group will reject this recommendation."

Dear Sheila & the Council people,

9/17/93

I support the Community Advisory Committee's recommendation for the IDG/Baner development proposal for the old Merritt College. I am a business owner a few blocks from the site.

I urge City Council to approve that recommendation and select IDG.

Sincerely

Bill Shive

Craigmont Heights
6000 Redline
Oakland, CA 94608

SEP 17 1993

Dear Ms Jordan,

I strongly support the IDG/Baner proposal. I appreciate your efforts to in this regard.

Sincerely, Bernard Spivey
5643 Florence Ave

Dear Sheila Jordan and other Council members: As a resident in North Oakland, I strongly support the Community Advisory Committee's recommendation for the IDG/Baner development proposal for the old Merritt College. Its rehabilitation facility should help finance many services this neighborhood needs. I urge City Council to approve that recommendation and select IDG. Please move the process forward now.

Sincerely

Morris Nicolas 528 58th St Oakland

from Patheon - 682 Fairview S
Oakland, CA 946

Dear Sheila

I was very impressed with the dedication of the Citizens Committee and it seemed clear that the IDG-Baner Development on Old Merritt College was a desirable plan and well presented at meeting at Washington School.

Also it is clearly important to have a workable financial plan.

Please vote to approve that.

AND OTHER COMMUNITY MEMBERS
AS A RESIDENT IN NORTH OAKLAND, I STRONGLY SUPPORT
COMMUNITY ADVISORY COMMISSION'S RECOMMENDATION FOR
THE IDG/BANER DEVELOPMENT
ENT PROPOSAL FOR THE OLD
MERRITT COLLEGE. ITS REHABILITATION
FACILITY SHOULD HELP FINANCE
MANAGE SERVICES THIS NEIGHBORHOOD
NEEDS. I URGE CITY COUNCIL TO
APPROVE THAT RECOMMENDATION
AND SELECT IDG/BANER
MOVE THE PROCESS FORWARD
NOW. Sincerely,
Heavenly
640AILEEN ST OAK CA 94609

9/18/93

Dear Sheila Jordan & all other
Council members,
I am a resident of North Oakland
and a voter. I urge City
Council to approve & select IDG/BANER
on the development of old Merritt
College - Peace
Gail Cornwell
715 60th St
Oakland CA 94609

I live only 2 blocks from the Old Merritt
College and have lived here for 6 years. I am a registered
voter and strongly support the Oakland City Council.

I am in favor of the planning commission's
selection of IDG/Baner as developer of the above site.

Thank you

Debra Valin, US cm

TO: SHEILA-JORDAN, CITY COUNCIL, CAK
 asking to advise that I approve
 the Recommendation of the
 City's Committee on Parks
 the team of Edg. Baner for
 development of the old Marriott
 College site. Please note appropriate
 the Selection (via internet & if
 can proceed.
 CAK, CA 94609 9/15/93

9/18/93
 Dear Sheila Jordan & all council members,
 I am a resident & voter of North
 Oakland. I urge City Council
 to approve the IDG/Baner
 development of old Marriott College
 site.
 Thank you
 Lizzie Lee Fuller
 1000 1st St. Oakland

September 20, 1993

Dear Mrs. Sheila Jordan
 I'm delighted to hear the
 University of S. B. building will finally
 be put to good use. I've been around
 hours there. I'm much in favor of the
 medical research office. Hopefully
 it will be a well kept place
 not run down with weeds, etc.
 paper, etc. Congratulations for your
 long hard work. Later -
 J. L. Deane

Dear Sheila Jordan & other council members -
 As a resident of N. Oakland, I strongly
 support the Community Planning Committee's
 recommendation for the IDG/Baner development
 proposal for the old Marriott College site. This
 facility should provide many services to
 neighborhood needs.
 I urge City Council to approve this
 recommendation & select the
 Please move the process forward.

9/20/93

September 20, 1993

Dear Sheila Jordan,

As a voter and a neighbor of the Old Merritt College, I have been attending community meetings and following the planning process for several years. Now that the Community Advisory Committee has selected a proposal after a lengthy and careful selection process, I strongly support its recommendation and urge that the City Council approve it and keep the development process moving without further delays.

Sincerely yours,
Jane Coleman

692 60th St.
Oakland, CA 94609

9/20/93

Dear Sheila Jordan

+ other Councilmembers;

I strongly support The Advisory Committee's recommendation for the IDG Banner development proposal for Old Merritt College. I like the diversity and hope the YMCA has a swimming pool! Please approve IDG now. Sincerely,

Sheila-

I am another member of your district who approves of the IDG plan for the old Merritt College campus. Thanks for your hard work!

LIZA KITCHELL
6614 DEAKIN ST.

Dear Sheila Jordan 9/20/93
+ other Councilmembers

I support The IDG Banner development proposal for Old Merritt College. I would like to see a swimming pool in the YMCA. Its good for senior citizens and others for easy exercising. Please approve IDG.
Sincerely Grace Turner

Oakland, Sep 20 9-21-93

Dear Sheila:

This is to affirm my support for the IDG group's plan for the old Merritt College building and to urge all the members of the City Council to vote in favor of it

Ram Kelath

Dear Sheila:

I write this note to urge you to accept the recommendations the advisory committee for the development of the old Merritt College.

Sincerely,

Robert H. Hugman
611 66th St.
Oakland, CA 94609

Dear Sheila

Until recently I lived at 893 54th St, two blocks from the old Merritt College. I still own the property and I strongly support the IDG/Baner proposal. It will make the campus and more vital.

Dear Sheila Jordan & other Council members: I am a resident of N. Oakland, we strongly urge that the Community Advisory Committee recommend for IDG/Baner's development of the old Merritt College be accepted. Any decision will have its detractors, but the time for action is now. There have been enough studies & old Merritt College has stood empty long enough. ~~What~~ We will likely join the YMCA when it opens. Let's

01 Santa Maria Island.

Sincerely
Paul Petersen
544-5772 ext 606 CA 94409

— Sheila Jordan
— endorse the IDG
proposal for the
Perritt College
renovation. I hope
you do also. Karen Viner

To: Sheila Jordan, City Council of
Oakland,
This is to advise that I approve
the recommendation of the City
Council in passing the term of IDG
Bauer for development of the old
men's College site. Please note
to approve this action. so that
negotiation can proceed.
Cottrell Bell
6374 1st St
Oakland, CA

Appendix A
1992 NATIONAL REGISTER APPLICATION

■ ■ ■

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name University High School

other names/site number Merritt College, Grove St. College, Martin Luther King Community Plaza

2. Location

secondary addresses 5756 M.L. King, 720 Aileen St.

street & number 5714 Martin Luther King Jr. Way (formerly Grove St.) ☐ not for publicationcity, town Oakland ☐ vicinity

state California code CA county Alameda code 001 zip code 94609

3. Classification

Ownership of Property

- ☐ private
☒ public-local
☐ public-State
☐ public-Federal

Category of Property

- ☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

- | Contributing | Noncontributing |
|--------------|------------------|
| 2 | _____ buildings |
| _____ | _____ sites |
| _____ | _____ structures |
| _____ | _____ objects |
| _____ | _____ Total |

Name of related multiple property listing: _____

Number of contributing resources previously
listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this
☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the
National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official

Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- ☐ entered in the National Register
☐ See continuation sheet.
☐ determined eligible for the National
Register. ☐ See continuation sheet
☐ determined not eligible for the
National Register
☐ removed from the National Register
☐ other, (explain): _____

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

EDUCATION/school

Current Functions (enter categories from instructions)

VACANT

7. Description

Architectural Classification

(enter categories from instructions)

Mission/Spanish Colonial Revival

Materials (enter categories from instructions)

foundation concrete

walls stucco

concrete

roof ceramic tile

other wood sash

terra cotta trim

Describe present and historic physical appearance.

University High School is a mostly two-story, 114-room school building plus detached gymnasium, located on a 9-acre parcel one city block deep by three blocks long. The main classroom and auditorium building is of reinforced concrete construction, Spanish Colonial in style, with exterior walls of tan-colored stucco, red tile roofs, and terra cotta trim. Its 650'-long quasi-symmetrical facade is set back about 65' from the street. The gym, behind the main building, is about 100' x 115', two stories high, reinforced concrete, utilitarian-moderne in appearance. Roughly the east half of the site, behind the main building and around the gym, is level open space, historically school yards and sports fields and at various times occupied by portable school buildings.

Major character-defining elements of the exterior include the long arcaded expanse of the front facade, the contrasting bell tower and gabled auditorium at the north end, the tile roofs with narrow eaves, the large arched windows on the ground floor and smaller rectangular casement above, six monumental entrances embellished with pilasters and arches and cornices, and spacious outdoor study courts wrapped within the building. The interior is distinguished by well equipped classrooms along long, well-lit, mostly single-loaded corridors, large and elaborate library and auditorium, and much original woodwork.

Main building:

The main building is an expansive, loosely rectangular two story structure about 750' long by 200' deep, with most of its architectural elaboration concentrated on the west facade (the two-block-long front of the building) and north side (the auditorium wing). It is stucco-surfaced, with low-pitched red tile gable and hip roofs. Its general composition resembles a California mission, with a gabled assembly structure and bell tower at one end of a long arcade, with a series of inner rooms and courtyards. The courtyards produce a rough figure 8 plan inside. The auditorium and tower at the north end are balanced by the (original) science and (added) shop wings at the south end. The center (classroom) part of the facade is nearly symmetrical, with an ornate central entry and two end entrances, each ornamented somewhat differently, linked by long tile-roofed sections of nine bays each. Each bay has a wide 36-light segmental-arched window on the first floor and a smaller multi-paned rectangular awning type window on the second floor. Plain pilasters with urn-shaped capitals at second floor sill level separate the bays.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☐ locally

Applicable National Register Criteria ☐ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

Architecture

Education

Period of Significance

1922-42

Significant Dates

1922-23

Cultural Affiliation

Significant Person

Architect/Builder

Dickey, Charles W. (architect)

Littlefield, R.W. (builder)

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

University High School appears eligible for the National Register under Criterion C, Architecture, as representing a distinctive type, period, and method of construction. It was designed in 1922 by Charles W. Dickey, an important regional architect, and retains most of its architectural integrity. It is a particularly fine and rare surviving example of early 20th century California school architecture, modeled on the California missions and designed to reflect the local setting and climate and the prestige of the laboratory school it housed. Few similar buildings have survived, due to changes in building codes and fashions in school architecture. Used by a series of schools from 1923 to 1983, the campus is also important in Oakland educational and social history, successively as a widely respected progressive high school, an early community college, and the birthplace of the Black Panther Party, ethnic studies, and the Chicano muralist movement.

Construction on University High School was begun in May 1922 under building permit 69600 for a 2-story reinforced concrete school, and completed in August 1923 at a cost variously reported as \$518,569 and \$541,716. The architect was Charles W. Dickey, then Supervising Architect for the Oakland public schools, and the builder was R.W. Littlefield. In 1926-27 a detached gymnasium was built at the rear, and a manual arts wing was added to the south end of the main building. Building permit records give the cost for the gym as \$103,000 (permit A23190) and the builder as J.E. Branagh, and \$37,516 for the shop wing (A22552, E.T. Leiter & Son, builder). The final phase of construction on the existing buildings took place in 1939, when the gym and the shop wing, both of hollow tile, were rebuilt in reinforced concrete and "earthquake resistive" frame construction respectively. Permits for the 1926 and 1939 work name only "Buildings and Grounds Department, Board of Education" as architect. Other permits on file are for removing plaster ornamentation in 1958, and moving numerous portable buildings onto the site in 1958, 1962, and 1976. (In this nomination, the shop wing is considered part of the main building, to which it is internally connected, and the gym is considered a second building on the site. Both these additions are considered contributing, as they were intrinsic to University High's function as an educational institution, and were constructed within its period of significance.)

☒ See continuation sheet

9. Major Bibliographical References

(see also citations in text)

Oakland schools and school architecture:

Dickey, Charles W., "Oakland's New Public Schools, The Building Review, v. 20, no. 4, October 1921, pp.1-69.

Dickey, Charles W., and Marston Campbell, "Millions of Dollars for Schools," Oakland Tribune Year Book, 1921, pp.38, 41.

Donovan, John J., "Problems That Have Been Solved in Oakland's New School Buildings," Architect and Engineer, March 1915.

Donovan, John J., School Architecture--Principles and Practices, New York, 1921.

☒ See continuation sheet

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☒ recorded by Historic American Engineering Record # _____

Primary location of additional data:

- ☐ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☐ University
- ☐ Other

Specify repository:

Oakland City Planning Department
1 City Hall Plaza, Oakland CA 94612

10. Geographical Data

Acreage of property 9 acres

UTM References

A 110 15 16 14 4 10 10 4 1 8 8 4 0 0
Zone Easting Northing

C

B
Zone Easting Northing

D

☐ See continuation sheet

Verbal Boundary Description

Assessor's parcel number: Book 15, Block 1281, Parcel 1, subparcels 1,2, and 3.

Bounded by Martin Luther King Jr. Way on the west, Dover St. on the east, 58th St. on the north, and Aileen St. on the south (one block deep by three blocks long, minus NE AND SE corners in separate use and ownership)

☐ See continuation sheet

Boundary Justification

This parcel has been the campus of University High School since it was constructed in 1922-26. It includes the classroom-auditorium building with shop addition, the gymnasium, and historically related outdoor areas (courtyards, athletic fields, etc.)

☐ See continuation sheet

11. Form Prepared By

Name/title Robert Brook

Organization North Oakland Voters' Alliance date April 22, 1992

Street & number 636 59th Street telephone 510-655-3841

City or town Oakland state CA zip code 94609

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The science wing at the south end is about 40' wide and projects about 20' forward from the main facade. It has a tiled hip roof. On its north side is a small tile-roofed second floor oriel window. Off center on the front of this wing is an entry framed by pilasters and a heavy molded cornice, with a flight of about 10 concrete steps with metal railings. The small window above the entry was originally tied to the cornice by terra cotta ornament, and there were more elaborate columns and capitals.

The main entrance, at the center of the facade, has an interrupted segmental arched parapet above the roofline, pilasters and a shell-shaped niche at second story level, and a molded cornice, keystone, arched recess, and paired pilasters framing the doors. There are wide concrete steps with metal railings. This entry opens into the main front corridor directly opposite the library.

The auditorium and its ornate entrance dominate the north end of the building. The auditorium has a front-facing gable end, its peak higher than the rest of the roofs. The center of the auditorium facade projects slightly, and the tile roof with its narrow eaves is notched correspondingly. In the projecting section a two-story slightly recessed arch frames the cornices, pilasters, upper niche, and deeply recessed door opening. Turned wood trim survives at the doorway. The tower, south of this section, has a two-story base containing another less elaborate entry under a small arched window with balcony. The belfry, eight-sided with arches, pilasters, and a tiled low pyramid roof, stands 56' high according to Sanborn maps and is visible from all sides of the building. Small narrow recessed windows, both arched and rectangular, flank the auditorium and tower entrances.

Plans and early photos show that all the entrances had much more ornament originally, with freestanding Corinthian columns at the center and auditorium entrances at both first and second floor level, terra cotta finials in the center broken pediment and on the tower, and other objects in the niches and around openings. These were removed, presumably as earthquake hazards, in 1958 (Permit B76351, "remove plaster work on three entrances... paint entire outside of building") and perhaps at other times.

The two-story north facade (auditorium and art wing, toward 58th Street) is also a major design face, with three entrances and large multi-paned windows. At the west end of this facade is a side entrance to the auditorium, with a stucco shield and decorated segmental arched recess over the door. Five tall 32-light rectangular windows with quarter-round corner details open into the auditorium. As in front, pilasters with urn-shaped caps separate the window bays, and dentils line the narrow eaves. Toward the rear a tall hip-roofed wing contains the backstage entrance to the auditorium and the fly loft. A one-story flat-roofed wing behind this and extending north is the entrance and foyer to the rear north-south corridor and art wing. It has an arch and a stepped parapet over the entry doors, and tile coping on the roof. It is of wood-frame construction but has the same stucco surfaces as the rest of the building.

The south facade (the science wing, toward Aileen Street) is also stucco, with two stories of rectangular multi-paned windows, dentil trim, narrow eaves, and red tile roof. A south ell at the back of the building connects this wing with the one-story, rectangular shop addition paralleling the science wing along the south

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edge of the property. This addition is wood frame, stucco clad, described by Sanborn maps as of "earthquake resistive construction." It is about 60 x 155', with large windows, skylights, low-pitched roof, and no ornament except for buttress-like pilasters between the windows on the south side. It is a 1939 "reconstruction" of a 1926-27 hollow tile addition, which had the same footprint as the present addition, and resembled the north foyer in appearance, with tile coping and a flat roof.

The east (rear) face of the building is also clad in stucco, but unornamented. Except for the ends of the science and auditorium wings, roofs are tar and gravel and windows are smaller. Classroom windows occupy most of the second floor, while the first floor has a utilitarian mixture of windows and five plain entrances, most with double doors, to the corridor, kitchen, cafeteria, and locker rooms. Some of these utility areas have one-story flat-roofed extensions to the rear.

Interior:

The main front entrance on the west facade opens into the center of a 400-foot-long north-south corridor, directly opposite the library which occupies the center of the building. The front wall, with the 18 large west-facing windows, forms one side of the corridor, and a single row of classrooms and offices are located on the east of the corridor. Interior walls are lath and plaster, with wood paneled wainscoting in the corridors and special areas such as the library, auditorium, and offices. There are wood window and door frames, wood moldings, and wood and linoleum flooring. Built-in furnishings in the library, science labs, and other rooms include (or included) book shelves, desks, lab tables, and blackboards (some sliding or double hung). Classrooms are mostly about 20' deep, and range in length from about 15' at the smallest to 40' for some of the labs (physics, sewing, millinery, drawing, etc.). Special rooms in the south (science) wing include an "academic lecture room" with raked seating, stage, vaulted ceiling, and projection booth, and a cooking classroom with bay-windowed "model dining room" attached. Classrooms are typically arranged in pairs, joined by a shared office/storeroom area about 9' wide. Rooms in the newer shop wing are plain, tall, with skylights and exposed rafters.

The centrally located library is approximately 70' by 30', slightly sunken below the level of the corridors, two stories in height, with elaborate close-set wooden ceiling beams running north-south. An intricate plaster surround about a foot wide accents the opening between the hall and library. Shelves line the north and south sides of the library, with rows of large multi-paned windows above. Midway down each side double doors lead to the outdoor study courts. The east end of the library has bookshelves at floor level and an upper balcony reading room with a wood-paneled railing and turned posts.

Twin stairways to the second floor flank the wide library entrance. On both levels, corridors run north-south along the front and back, and east-west down each end, with additional east-west crossings over the library and between the courtyards. The plan is basically a large figure 8. At its north end is the auditorium, at its center is the library, and its sides and south end are made up of classrooms and other specialized rooms. The hollows of the 8 enclose outdoor courtyards on either side of the library. The courts are subdivided by covered

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University High School, Alameda Co., CA

passageways into quiet landscaped study courts about 70' x 40' adjoining the library, and larger informal courts (about 70' x 90') to the north and south. Classrooms, study halls, and offices generally face the inner courts, while noisier areas--corridors, cafeterias, labs--face outward to the street and schoolyard.

The kitchen, cafeteria, teachers' room, and locker rooms are located on the east side of the rear corridor, and open to the back of the building. Shop and science classrooms are at the south end. The second floor has the same basic configuration of corridors as the first floor and contains special rooms for home economics, typing, accounting, and drawing, as well as generic academic classrooms. Large windows make all of the rooms light and airy. In addition to exterior windows, most classrooms have transoms and clerestory level windows to the single-loaded, well-lit corridors.

The north wing has music and art rooms along the rear, and otherwise is entirely occupied by the auditorium and its foyer. The two-story auditorium has a raked floor, coffered ceiling, and wainscoting. It is a self-contained theater with its own entries, insulated from the rest of the school by corridors. (There is a clerestory vantage point into the theater from the second floor classroom corridor.) It seats 1300, and has a balcony with a projection booth and a stage with a fly loft. The proscenium was topped by the Latin motto of the school, hand carved by students of the California College of Arts and Crafts and presented to University High by the Senior Class of 1927 to be displayed "forever" above the stage.

Gymnasium:

The two-story gymnasium building is located behind (east of) the main building. It was built in 1939, a complete "reconstruction" in reinforced concrete of a 1926-27 hollow tile building of the same size and shape (about 100' x 110'). Clad in stucco and trimmed with minimal moderne molding, this flat-roofed building has large rectangular windows (now boarded up) on the second story. The main gym space is divided by a folding wall, so that girls and boys could have separate gyms, or the whole could be combined for court space and bleachers. The first floor has a recessed public entrance and ticket booth on the east side, plus locker rooms, showers, and offices.

Condition:

The buildings are presently boarded up, and deterioration has occurred due to vandalism, small fires, and the elements. Skylights have been broken, as has most of the glass in doors and window sash. Water damage has occurred under skylights and in front of previously unboarded doors and windows. Most classrooms, however, are almost intact, and damage is largely cosmetic. The building apparently sustained no damage in the Loma Prieta earthquake.

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Organized in 1914 with 8 teachers and 87 students and originally located in the old Temescal School at 48th and Webster Streets, University High School occupied a special place in Oakland's educational system as a laboratory school for the University of California education department, modeled after Columbia University's Horace Mann School and similar schools at the University of Chicago and University of Wisconsin. It was conducted and financed jointly by the University and the Oakland Board of Education. It became noted for its high standards of student achievement, written code of behavior, innovative six-year junior-senior high school curriculum, advanced pedagogical ideas, and school spirit. By 1918 parents were reportedly taking their children out of private schools to enroll them in University High, and the school was rapidly outgrowing its facilities. A new University High School was one of the projects financed by a \$5 million bond issue passed in 1919.

The development of the Oakland school system was marked by a series of voter-approved bond issues roughly every decade from the 1890s: 1892 (\$400,000), 1904 (\$960,000), 1911 (\$2,493,000), 1919 (\$4,975,000), 1924 (\$9.6 million), 1945 (\$15 million), and 1956 (\$40 million). These projects earned Oakland a reputation as a progressive city with an excellent school system. The 1919 bond issue, which financed University High, was said at the time to be the second largest ever passed in the nation (Oakland Tribune Year Book, 1921, p.38). Each successive wave of construction, besides creating new schools on new sites, replaced old schools considered inadequate or outmoded.

The first Oakland High School opened in 1869. When it moved to a new building in 1895, its old campus became a vocational high school. A third high school, Fremont, was brought into the school system when East Oakland was annexed in 1909. The original University High opened in 1914, and the new Oakland Technical High School at 45th and Broadway in 1915. The first junior high school opened in 1912, and there were four by 1918. By 1931 the Oakland public schools numbered 76: 10 high schools, 13 junior highs, and 53 elementary schools. Few of these buildings still stand. Most of the city's existing school buildings date from after World War II. Of about 90 schools now in use, less than 20 retain significant portions of their prewar physical plant, while a few others have fragments. The oldest functioning public school buildings are McChesney Junior High (1913) and Oakland Technical High School (1914-15). Clawson (1915) and University High (1922-23) are physically fairly complete but are vacant and deteriorating.

School Architecture in Oakland:

Oakland's 19th and early 20th century schools evolved with the city, from wood-frame Victorian buildings to monumental masonry edifices of the 1890s-1910s, open-air courtyard schools in the 1910s and 20s, and period revival and moderne variations in the 1920s and 30s. Like all civic architecture, schools were designed for both symbolic and functional concerns. By the mid-1890s the predominant concerns in school design were fire safety, sunlight and ventilation, and permanence and civic prestige. Typical characteristics were masonry construction, symmetrical composition, blocky massing, and a rectangular, U, or H plan. Styling was usually classical, though Tudor and Mission Revival were also employed. Clawson (1915) survives as an example of this massive, urban type.

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After about 1910 fireproof school construction was typically of reinforced concrete. Lighting and ventilation were increasingly accomplished with long wings wrapping around enclosed or partly enclosed courtyards, and generous banks of opening windows. These new California schools increasingly had low profiles and sprawling plans, with functions separated along corridors and wings (the "unit plan"). They typically occupied more than a full city block: this became possible in many newly developing areas of Oakland in the 1910s and 20s. Spanish-Mission was the favorite styling, but classical motifs were also used, notably at Oakland Tech (1914-15), and other period revivals became popular in the 1920s.

Oakland employed distinguished architects for its schools. Bliss and Faville, John J. Donovan, John Galen Howard, Lewis P. Hobart, Henry Hornbostel, Louis Christian Mullgardt, Julia Morgan, William Weeks, and Charles W. Dickey all designed Oakland schools that were published in early 20th century architectural journals. Donovan, supervising architect for the Oakland Board of Education from 1912 to 1919, wrote one of the standard textbooks on school design of the 1920s, School Architecture--Principles and Practices (1921). B.J.S. Cahill's March 1915 Architect and Engineer article on "Recent School Buildings in Oakland" claimed that "No city in the West in comparison with its population has spent so much time, thought and money on its public schools.... Oakland stands better served in this respect, perhaps, than any city in the country." High schools, larger in size and fewer in number, were usually the most prestigious and architecturally distinguished buildings. This is clearly the case with Oakland's two surviving pre-Field Act high schools, Oakland Tech (1914-15, Donovan and Hornbostel) and University High School (1922-23, Charles W. Dickey).

In the 1921 Tribune Year Book, writing as Chief Architect of the Oakland Public Schools (1920-24) and looking forward to the fruits of the \$5 million 1919 bond issue, Dickey wrote, "Our California climate is a great asset and offers wonderful opportunities in the design of our schools. Here we can use open arcaded or columned porches in place of closed corridors, semi-open air class rooms, low rambling buildings with tile roofs. We can get some of the charm of the buildings of Italy, Spain, and Mexico, the progenitors of our California missions. What could be more suitable against the background of our rolling hills, dark oaks and eucalyptus than a low-lying picturesque building with walls of golden, pinkish cream and a roof of red brown tile? Surround such a building with green grass and shrubbery, and true beauty can be obtained with little expense for ornamentation or embellishment. Such is the objective of the architects designing Oakland's new schools. Economy of construction and simplicity of design are their watchwords, but the buildings will be more truly beautiful than ornate and elaborate. They will be modest, homelike and inviting, suitable to the climate and environment, and, withal, economical and inexpensive.... The open-air effects made possible by our climate have enabled us to design our buildings on a unit plan, the separate units connected by covered corridors. By this means the individual buildings are kept comparatively small and can be of inexpensive construction."

Charles W. Dickey:

Charles Dickey (1871-1942) was one of Oakland's most prominent architects from the turn of the century until 1924, when he moved to Honolulu. He was born in Alameda, but as the son of Senator Charles Henry Dickey of Honolulu spent much of his early

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life in the Hawaiian Islands. He was educated at Oakland High School and graduated from the Architectural Department of the Massachusetts Institute of Technology, the nation's first academic architecture school, in 1894. He worked briefly at the beginning of his career in the architectural offices of H.C. Kock & Company in Milwaukee and Reid Bros. in San Francisco. He returned to Hawaii to begin his mature career as a member of the firm of Ripley & Dickey, Honolulu. The designs from this period fused "... modern architecture forms to tropical conditions," according to the July 1907 Architect and Engineer of California. Financial depression in Hawaii reportedly caused Dickey to return to California, opening the office of Dickey & Reed in Oakland in 1903 (Reed later left the firm to enroll at M.I.T.). Dickey's work consistently displays the Americanized Beaux Arts roots of his training, in buildings which give equal consideration to presence and function. In addition, he had an unusual sensitivity to designing for particular purposes and particular places. University High School is characteristic of his work in both respects.

Dickey produced some of the major landmarks in both Oakland and Honolulu. He is popularly considered the creator of a uniquely "Hawaiian" style of architecture which incorporated Spanish-Mission and Asian elements, emphasized a close relationship of indoor and outdoor spaces, and is distinguished by a flared hip roof still popular in Hawaii and commonly called a "Dickey roof." Dickey's major buildings in Honolulu include the Halekulani Hotel (1926-31), Honolulu City Hall (with others, 1927), Alexander & Baldwin Building (1929), Kamehameha Girls' School (with Bertram Goodhue, 1929), and the U.S. Immigration Station Administration Building (1934). He is widely considered to have been the leading architect in Hawaii in the 1920s and 30s.

In Oakland Dickey designed the Claremont Hotel (1907), the 15-story Oakland Bank of Savings at 1200 Broadway (1907), one of the city's first skyscrapers; Kahn's Department Store (1913), the Temescal and Golden Gate branches of the Oakland Public Library, and the Pacific Gas and Electric Company building (1922). He designed about ten schools in Oakland, beginning with Longfellow in 1906, and several elsewhere in California with John J. Donovan in the 1910s. As supervising architect for the Oakland Board of Education from 1920 to 1924, he designed several of the 1919 bond issue schools and coordinated others with associated architects. Demolished Oakland buildings by Dickey include the Capwell Department Store (site of the parking structure behind City Hall), the Market Street School, the Pacific States Telephone building (at 45th and Telegraph), and the fanciful, pagoda-like Idora Park Skating Rink. He also designed the California Building for the Lewis and Clark Exposition in Portland, Oregon, in 1904.

Dickey designed University High School in the eclectic spirit of the time, blending a functional approach to a modern classroom building with the historical model of the California missions. The reference to San Gabriel or San Luis Rey, with the gable-roofed church and bell tower at one end of the arcades and quadrangles, was expressly chosen over classical imagery, for a California progressive school. The school's architecture directly reflects University High's prestigious place in the school system, in size (designed for 1200 students), educational facilities (outstandingly equipped science and home economics labs, classrooms, library, and auditorium), and amenities (study courts, above average concern for light and quiet).

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University High School:

The 1919 school bond issue was used largely to expand the junior and senior high school system, with three new high schools (McClymonds, replaced in 1953; Roosevelt, of which fragments survive; and University High), four new junior high schools, and parts of other junior highs. The new University High site was assembled from 17 residential lots and a former baseball park, in a mostly earthquake-era streetcar-suburb neighborhood. It was reported that "securing sites for school buildings has been an extremely difficult task... Under the State law all junior high and high schools must be equipped with gymnasiums and playgrounds of sufficient area for running tracks, tennis courts, handball courts, and drill grounds for the R.O.T.C. The ideal requirement for a high school is fifteen acres of ground..." (Tribune Year Book, 1921, p.38). Besides being available and relatively undeveloped, the new site was near Berkeley--convenient for student teachers. Proximity to Oakland Tech was apparently not a problem, since University High functioned as a magnet school rather than a neighborhood high school.

Groundbreaking for the new University High School took place on May 19, 1922. Leonarde Keeler, student body president, turned over the first shovel full of dirt. (The son of Berkeley poet Charles Keeler, and a future professor at Northwestern University, he was representative of the children enrolled in this "public prep school.") A year and a half after groundbreaking principal F.H. Boren described the completed work with approval in the October 1923 University High School Journal. He remarked that the building was externally of the mission type, that simplicity had been the aim of the designer, and that the beauty of the architecture was in the harmony of the proportions and color tones. As an educator, he was pleased that the lighting and ventilation of the building were in accordance with the latest developments, and the classrooms were specially arranged to give the greatest convenience to the teacher training center, as well as to the students. The library offered facilities that might serve an entire community, and the auditorium seated 1300, the entire student body.

Other local publications concurred with Boren. The San Francisco Chronicle enthused, "One of the most novel and beautiful edifices in the city's school program." The Oakland Tribune called the school "unique in organization and character." Examples of this uniqueness included the wide corridors to deaden the noise of the street, the landscaped study courtyards, and the way the design of the classrooms dovetailed with the specific educational objectives of the school. A University High School graduate, John Caffrey, recalls (1990), "The building was part of the whole design. I later taught in other schools and came to realize that the well-designed, airy classrooms and the well-equipped labs and arts and music facilities were not commonplace. All of us who went there were very lucky."

University High School owed its origin to Dr. Charles Rugh, Professor of Education at the University of California at Berkeley. The Oakland Board of Education Bulletin of 1914-15 explained that the school was "not in any sense a local school, but under the sponsorship of the Oakland Board of Education, the Superintendent of Schools, and the Supervisory force of the Oakland School Departments. The University School is open to all pupils in the city who desire to avail themselves of such advantages as it may offer." Rugh was praised a quarter-century later (Superintendent's Bulletin, Oct. 6, 1938) as "an educator of

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Section number 8 Page 6

national reputation. Thousands of teachers studied with him and were influenced by his personality... a man whose whole life was devoted to an ideal."

Other faculty members and advisors in addition to Rugh were renowned educators: professor and principal Frank Boren, library scientist Elsie Boyd, Dr. George Rice, John Soelberg, and Dr. Wilford Aiken, chair of the National Progressive Education Association. Designed for an enrollment of 1200, Uni High already had 1300 students by 1925. In 1931 the junior high grades were discontinued and it became a senior high school only. By 1934 it was chosen as one of 30 schools in the entire country to take part in a national study by the Progressive Education Association. Teachers trained in this special educational atmosphere took advanced ideas with them to their new teaching posts throughout the state. The unique arrangement between the University of California at Berkeley and the Oakland school system continued for more than 30 years. Enrollment peaked at about 2000 in the late 1930s but fell off sharply during World War II, to 669 in 1946. Reportedly because of this decline in enrollment, University High School closed in the summer of 1946, after 32 years of operation.

Recent History: Community College, Politics, and Culture:

In fall 1946 the building reopened as the Merritt School of Business and the Joseph P. Laney Trade and Training Institute, postgraduate public schools which evolved into today's community colleges. From focusing on the special academic needs of advanced high school students, the campus now served the practical needs of returning veterans and other adults entering the postwar work force. The school came to be known as Merritt Junior College, Merritt College, Peralta Community College, and finally Oakland City College or Grove Street College. As a community college, the school offered a "second chance" to students who were not prepared to go directly to the University of California or another four-year school. Merritt alumni include prominent names in Bay Area public service, arts, and professions today.

If University High School achieved national recognition for its progressive curriculum and student achievement, the 1960s and early 1970s brought national attention to the campus as an epicenter of the black, feminist, and anti-war movements. The Black Panther Party for Self-Defense was begun by Merritt College students Huey Newton and Bobby Seale. They split off from the Afro-American Society which was led by lawyer Donald Warden who advocated a more "moderate" course of advancement through a liberal education and economic development. Ethnic studies also pioneered at this site with the founding of the Black and Chicano Studies programs in 1968-69. The Bay Area Chicano muralist movement began here, with several artists going on to achieve wider acclaim, among them Manuel Hernandez, Domingo Rivera, Andres Cisneros, David Bradford, Patricia Rodriguez, and Lem, whose work is documented in Community Murals: The People's Art, by Alan Barnett.

As a result of a 1969 seismic study applying Field Act earthquake standards to the building, the original main building was vacated about 1970. The manual arts wing continued in use until 1974. A new Merritt College, displaced to the Oakland hills, opened in 1971. The trustees of the Peralta Community College District sold the building to the Oakland Unified School District in 1980. The gymnasium, manual

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Section number 6 Page 7

arts wing, and portable buildings on the rear of the site became the temporary campus of Oakland Technical High School while Tech itself was receiving seismic retrofitting. University High School was finally abandoned completely in 1983 when Oakland Technical High School reopened, and the City of Oakland assumed control from the school district. Several development schemes have been proposed for the site in succeeding years.

An unsuccessful effort by Grove Street faculty, students, and supporters to retain a North Oakland community college at the existing site led to a lawsuit by Berkeley City Council members, which "won" the creation of Berkeley-based Vista College instead. A widely shared suspicion at the time held that the seismic issue had been exploited to defuse the militancy associated with Merritt College. Merritt College still receives national mention in connection with its more recent past: the obituaries (including the New York Times) after the death of Huey Newton in 1989 detailed the genesis of the Black Panther Party at the campus; former Black Panther Party member and now Oakland educator Erika Huggins was shown in the May 1990 Essence magazine outside the cyclone fence surrounding the building, a symbol for her of the tragic waste of an educational resource.

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National Register of Historic Places
Continuation Sheet

Section number 9 Page 2

University High School, Oakland, Alameda County, CA

Major Bibliographical References, continued:

Oakland Cultural Heritage Survey, City Planning Department, file on C.W. Dickey (lists of works, obituaries, etc.)

Oakland History Room, Oakland Main Public Library, vertical files "Oakland. Schools" (clippings, city government reports, etc.)

Oakland Tribune Year Book, 1925, passim., photos of 1919 bond issue schools.

Building condition and construction (recent studies)

Agora Architects, A Feasibility Report on the Rehabilitation of the Grove Street Center, 1980.

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Langenbach, Randolph, Alternative Proposal, Martin Luther King Community Plaza, 1989.

Ratcliff, Slama, Cadwalader, Architects, A Report on Seismic Investigation and Rehabilitation, Merritt College..., 1969.

Rauber, Paul, "The Case of the Languishing Landmark," Express, March 23, 1990, pp. 1, 13-21.

Existing documentation/evaluation/designation:

Brady & Associates, Inc., Martin Luther King Jr. Community Plaza Section 106 Historical Documentation, 1991.

Brokl, Robert, Oakland City Landmark nomination for University High School, September 1990.

Marsh, Diann, National Register nomination for University High School, November 1985 (MS at Oakland Cultural Heritage Survey).

Oakland City Planning Department, Preliminary Citywide Historical and Architectural Inventory, April 1986.

OAKLAND WEST QUADRANGLE CALIFORNIA 7.5 MINUTE SERIES (TOPOGRAPHIC)

1559 1 NW
(BRIONES VALLEY)

ANY (CITY HALL) 1.1 MI
30"

463

464

11 490 000 FEET 465

122° 15'

37° 52' 30"



500 000
FEET

ORINDA 5.3 MI.
WALNUT CREEK 13 MI.

LAFAYETTE 8 MI.
WALNUT CREEK 11 MI.

University High School
Oakland
Alameda County CA
UTM Reference
10/564400/418840

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National Park Service

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PHOTOGRAPHS

University High School, Oakland, Alameda County, CA

1. photographer Marvin Collins, date Jan. 1991,
neg. at 20 Armanino Ct., Oakland CA 94618.

North end of main (west) facade, looking northeast: auditorium, bell tower, and three bays of front classroom corridor

2. photographer Marvin Collins, date Jan. 1991,
neg. at 20 Armanino Ct., Oakland CA 94618.

North half of main (west) facade, looking NE from center entry toward auditorium

3. photographer Kenneth Rice, date April 1989,
neg. at NOVA, 636 59th St., Oakland CA 94609.

Courtyards in center of building. View from roof of east (rear) classroom corridor, looking northwest across south court and study court. Second floor corridor at right runs across the top of the library.

4. photographer Kenneth Rice, date April 1989,
neg. at NOVA, 636 59th St., Oakland CA 94609.

Auditorium, view from balcony looking east toward stage.

5. photographer Kenneth Rice, date April 1989,
neg. at NOVA, 636 59th St., Oakland CA 94609.

Typical classroom off west corridor, looking south. Window faces courtyard.

6. photographer Betty Marvin, date Feb. 17, 1992,
neg. at 2646 Claremont Av., Berkeley CA 94705.

View southeast along main facade, from auditorium to science wing. Taken from median strip under BART tracks on Martin Luther King Way.

7. photographer Betty Marvin, date Feb. 15, 1992,
neg. at 2646 Claremont Av., Berkeley CA 94705.

South end of main (west) facade, looking southeast, showing science wing with bay window on model dining room, and part of 1-story shop wing at far right.

8. photographer Betty Marvin, date Feb. 15, 1992,
neg. at 2646 Claremont Av., Berkeley CA 94705.

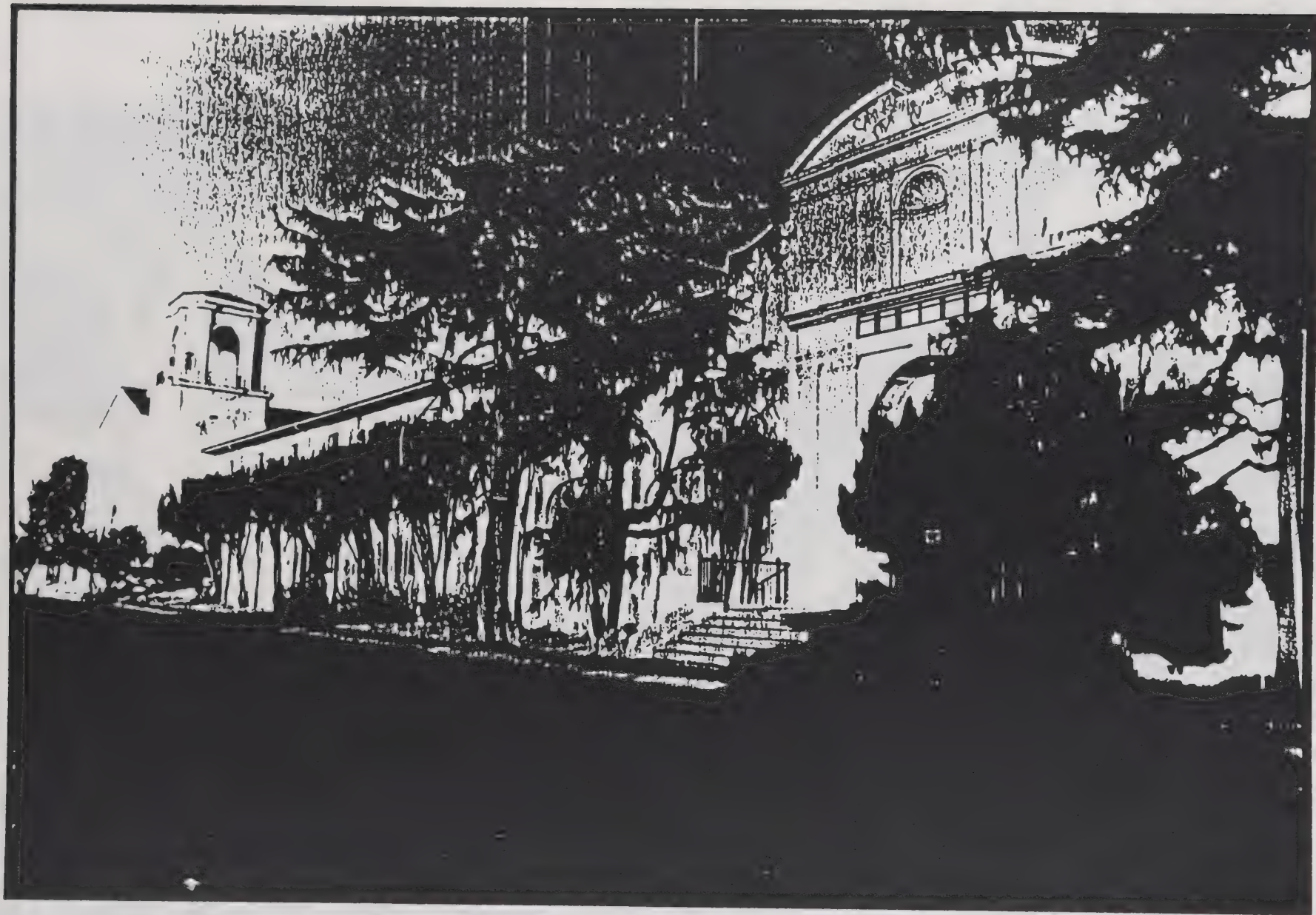
North facade (side of auditorium), looking southeast, showing fly tower and one-story entry wing to back corridor.

9. photographer Betty Marvin, date Feb. 17, 1992,
neg. at 2646 Claremont Av., Berkeley CA 94705.

Schoolyard, gymnasium, and rear of main building, looking SW from 58th Street.

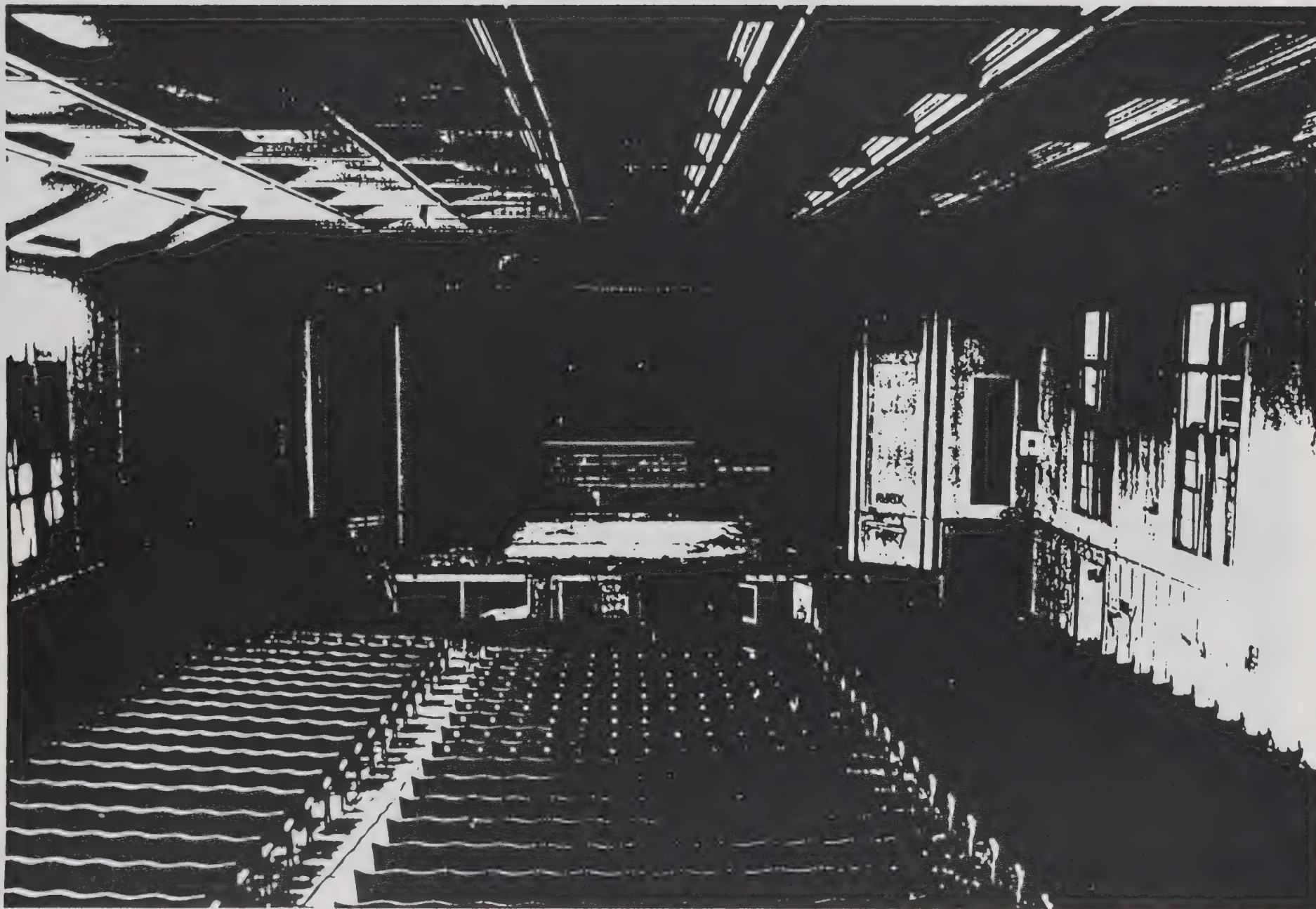


University High School, Oakland
Alameda County, CA #1

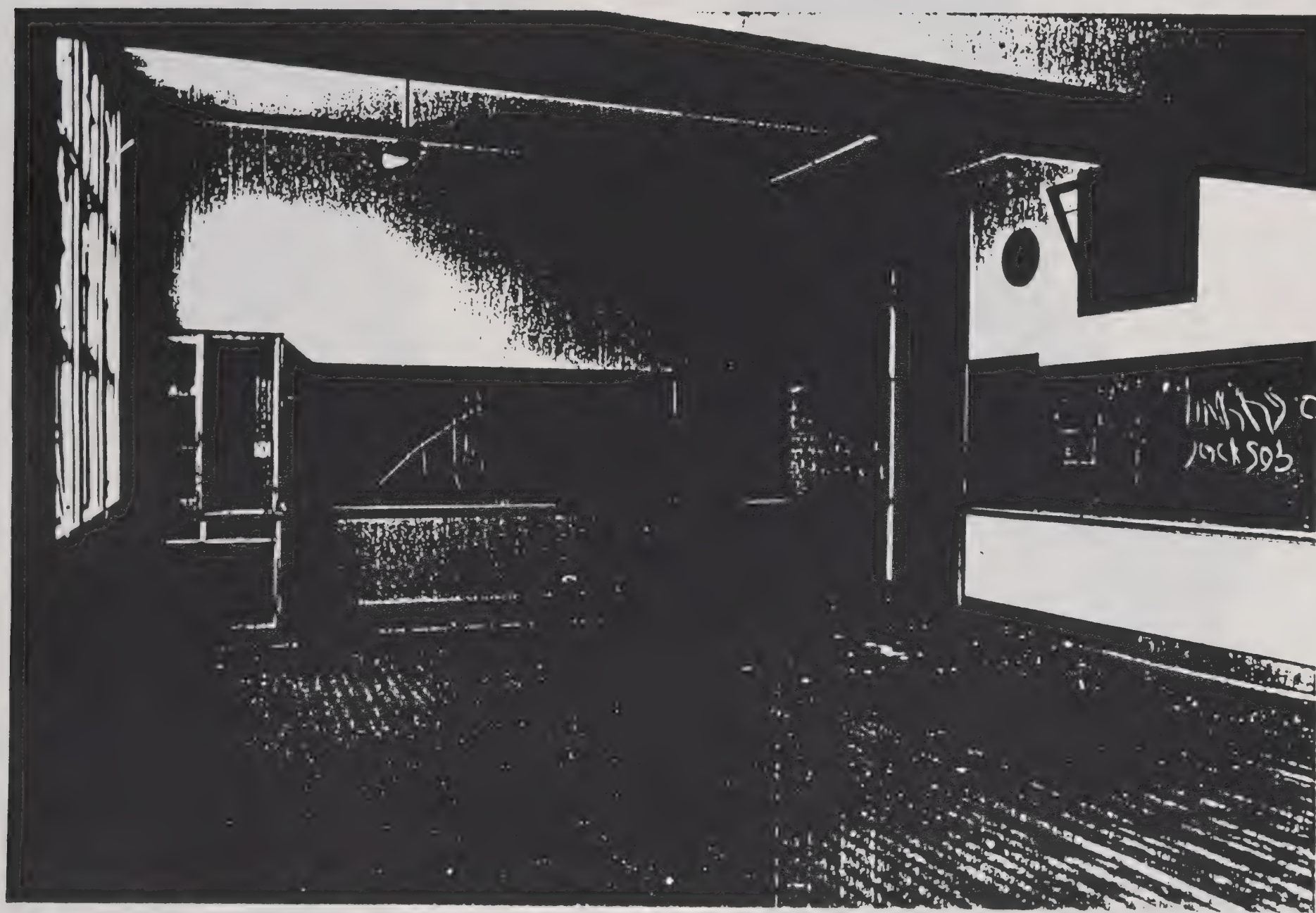


University High School, Oakland
Alameda County, CA #2





University High School, Oakland,
Alameda County, CA #4



University High School, Oakland.

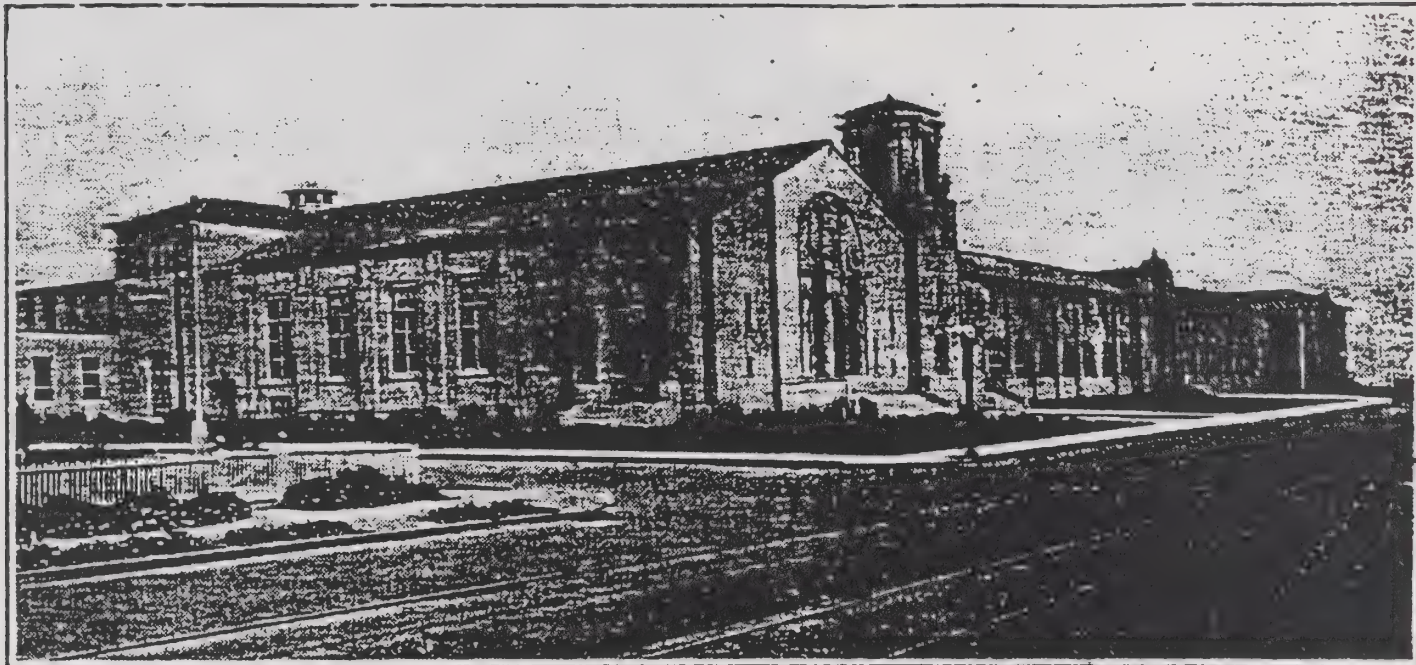




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National Register of Historic Places Continuation Sheet

supplementary illustrations
University High School, Oakland CA



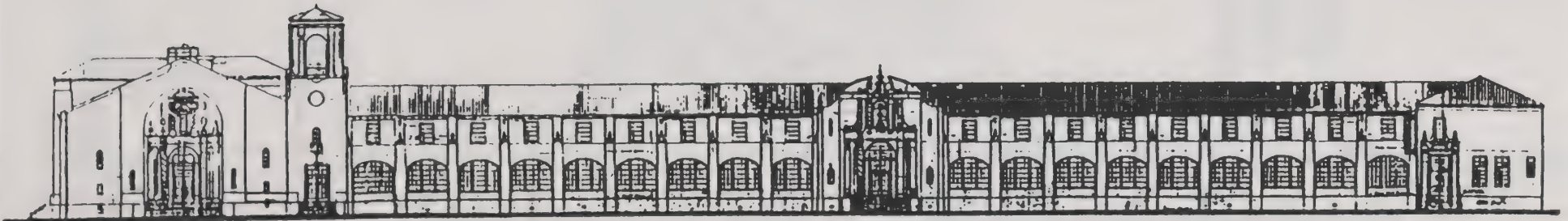
Oakland Tribune Year Book, 1925 (looking SE from 58th St. and M.L. King Way)



Detail of main doorway from a yearbook photo c.1925,
reproduced in Brady & Associates, Section 106 Historical Documentation, fig.9



A. North Elevation (facing 58th Street)



B. West Elevation (facing Martin Luther King Jr. Way)

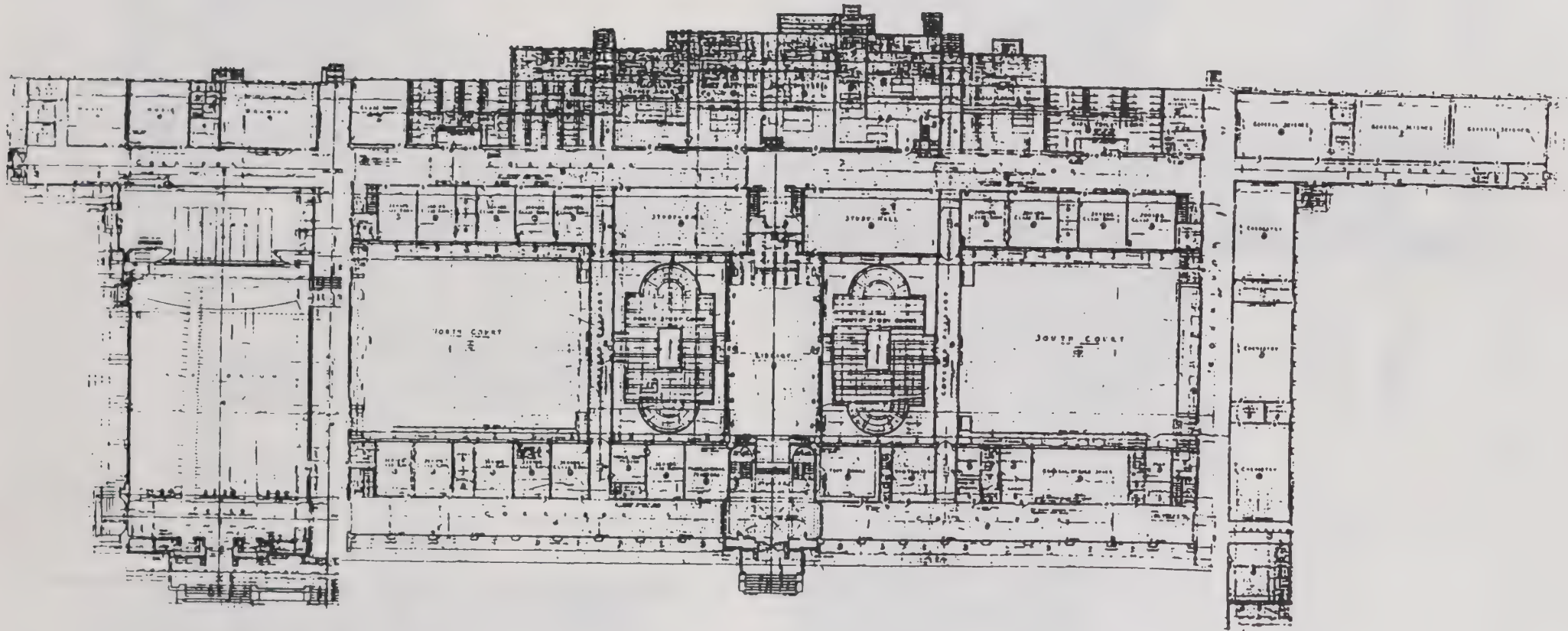
SOURCE: Original drawings by Charles W. Dickey, 1922, courtesy of Randolph Langenbach

Original Building Elevations

MARTIN LUTHER KING JR. COMMUNITY PLAZA
SECTION 106 HISTORICAL DOCUMENTATION

BRADY AND ASSOCIATES
PLANNERS AND LANDSCAPE ARCHITECTS

Original Building Plans
- First Floor

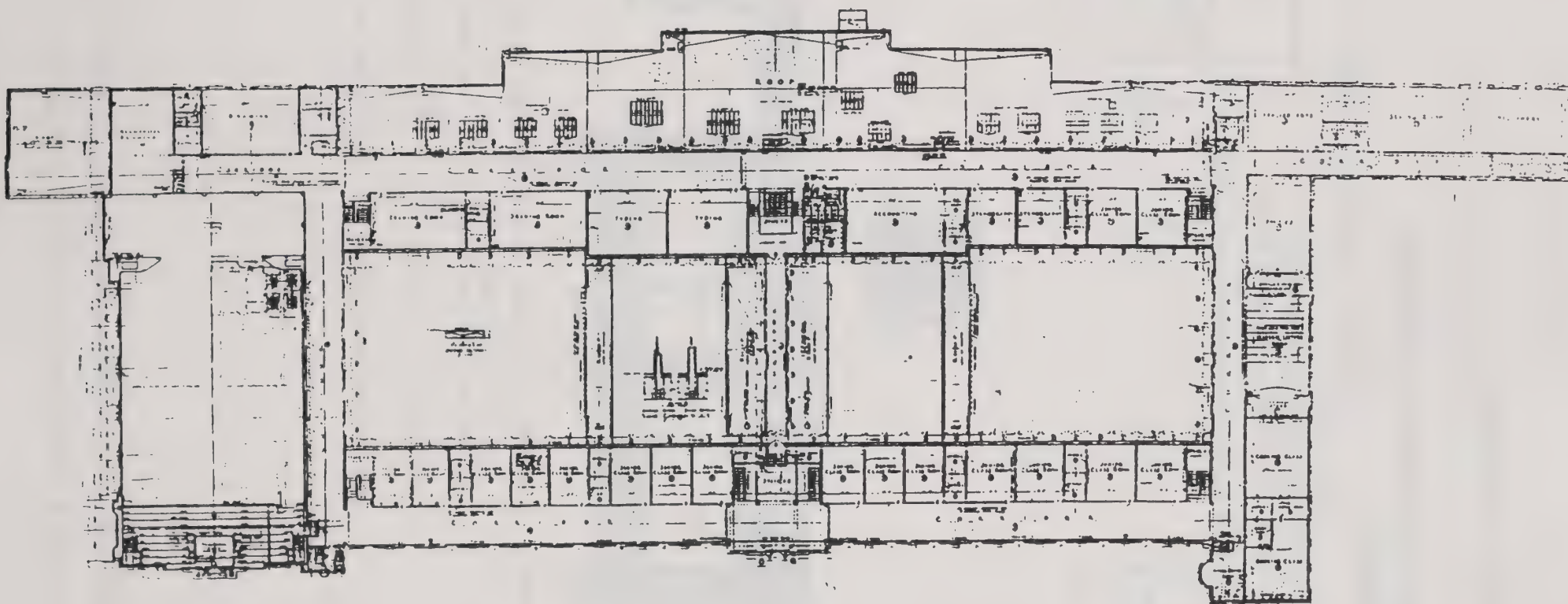


SOURCE: Original drawings by Charles W. Dickey, 1922, courtesy of Randolph Langenbach

MARTIN LUTHER KING JR. COMMUNITY PLAZA
SECTION 106 HISTORICAL DOCUMENTATION

BRADY AND ASSOCIATES
PLANNERS AND LANDSCAPE ARCHITECTS

Original Building Plans
- Second Floor



SOURCE: Original drawings by Charles W. Dickey, 1922, courtesy of Randolph Lungenbach

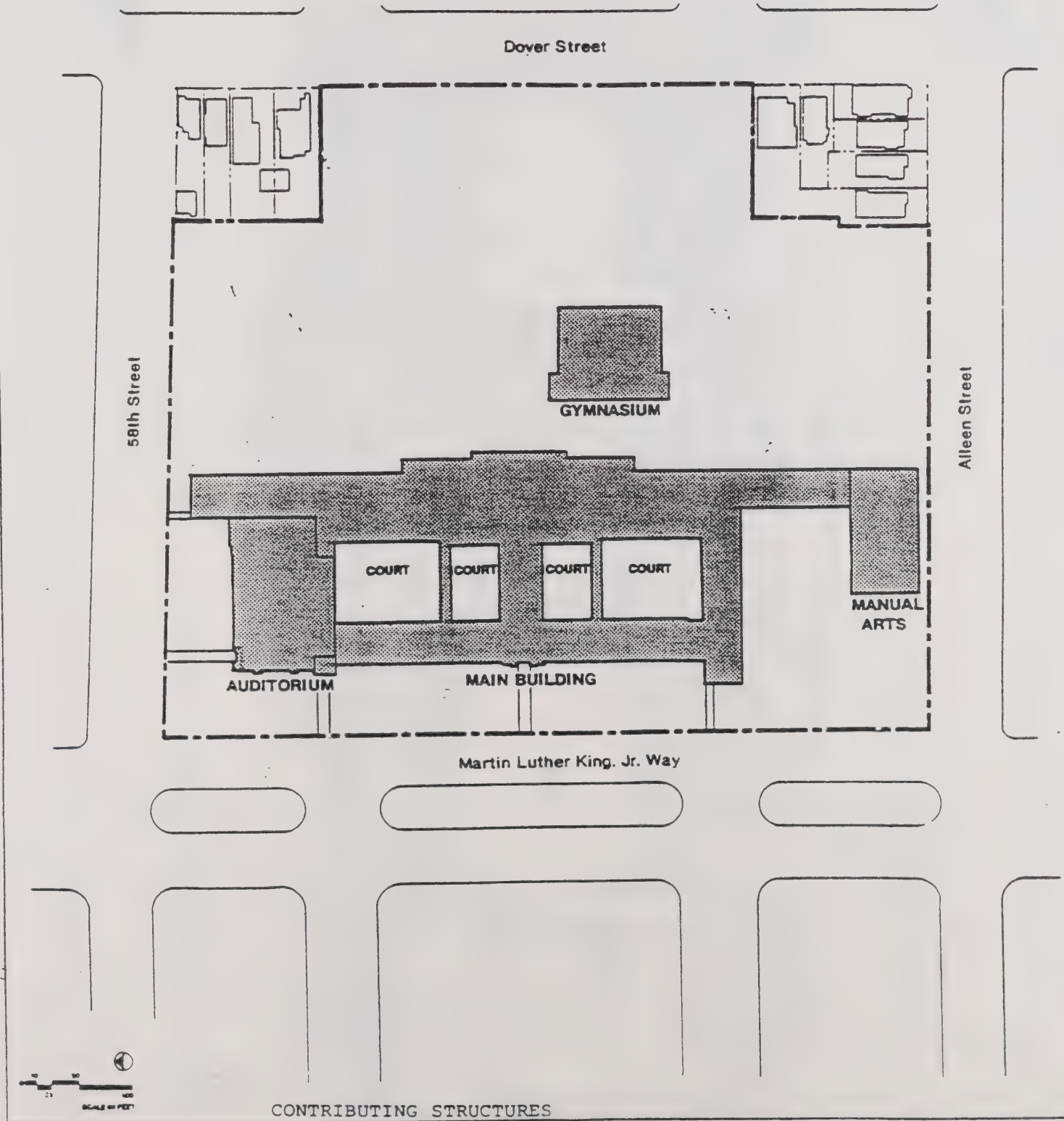
MARTIN LUTHER KING JR. COMMUNITY PLAZA
SECTION 106 HISTORICAL DOCUMENTATION

BRADY AND ASSOCIATES
PLANNERS AND LANDSCAPE ARCHITECTS

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

University High School, Oakland, Alameda Co., CA



Site plan (adapted from Brady & Associates, Section 106 Historical Documentation, fig.3)

Appendix B
PROGRAMMATIC AGREEMENT WITH
STATE OFFICE OF HISTORIC PRESERVATION

■ ■ ■

PROGRAMMATIC AGREEMENT
AMONG
THE CITY OF OAKLAND,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
AND THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER,
REGARDING THE DEVELOPMENT THE OF THE
MARTIN LUTHER KING, JR. PLAZA,
5714 MARTIN LUTHER KING, JR. WAY, OAKLAND

WHEREAS, the City of Oakland (City) proposes to develop the Martin Luther King, Jr. Plaza at 5714 Martin Luther King, Jr. Way as a mixed used development composed of community, medical, professional and food services, public park, and housing (undertaking); and

WHEREAS, the City, through Title I of the Housing and Community Development Act of 1974 (42 U. S. C. 5301 et. seq.) (Community Development Block Grant Program), assisted in the acquisition and maintenance of the property; and

WHEREAS, the City, through Title II of the Cranston-Gonzales National Affordable Housing Act of 1990, as amended by the Housing and Community Development Act of 1992, (42 U.S.C. 12701) (Home Investment Partnership Program [HOME]) will assist in the undertaking; and

WHEREAS, the City has determined that the undertaking may have an effect upon the University High School, a property included in the National Register of Historic Places, and has consulted with the Advisory Council on Historic Preservation (ACHP) and the California State Historic Preservation Officer (SHPO) pursuant to Section 800.13 of the regulations (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

WHEREAS, IDG/Baner Urban Ventures, a limited partnership (Partnership), participated in the consultation and has been invited to execute this Programmatic Agreement (Agreement);

NOW, THEREFORE, the City, the ACHP, and the SHPO agree that the undertaking shall be administered in accordance with the following stipulations to satisfy the City's Section 106 responsibility for all individual aspects of the undertaking.

Stipulations

The City will ensure that the following measures are carried out:

1. The City shall continue to ensure that University High School is protected against damage from vandalism and the weather until the measures stipulated below are implemented. The City will repair any such damage until a time when the measures stipulated below are implemented.

2. The City shall ensure that every reasonable effort is made to design the rehabilitation of the University High School in a manner consistent with the recommended approaches for rehabilitation set forth in The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Standards) (U. S. Department of the Interior, National Park Service, 1990), in a manner consistent with the California State Historical Building Code (California Code of Regulations, Title 24, Building Standards, Part 8) (SHBC), and developed in consultation with the SHPO and the ACHP and are submitted to the SHPO and the ACHP for approval in conformance with the American Institute of Architects standards: (1) schematic design; (2) design development; and (3) construction documents. The City will be responsible for a survey of University High School and will identify, in consultation with the SHPO, the significant historic elements and features. This information, including a photographic survey of the property, will be forwarded to the SHPO and the ACHP in the first step of design development. Consultation with the SHPO and the ACHP about the design and specifications for the rehabilitation will not be required if the City applies for Part II Certification of the investment tax credit program pursuant to Section 48(g) of the Internal Revenue Code of 1986 (IRC) and implements the provisions of stipulation 3, below.

3. The City shall notify the SHPO and the ACHP as soon as practicable if the City applies for investment tax credits pursuant to the IRC. For purposes of this Agreement, the review of the rehabilitation plans and specifications shall be undertaken within the context of the IRC if the City submits a Part II Certification to the National Park Service (NPS). If the rehabilitation project receives Part II Certification without conditions from the NPS it shall be deemed to conform to the Standards and that portion of the undertaking will require no further review under this Agreement. The City shall ensure that the SHPO will be provided with a copy of the notice of the Part II Certification. If the Part II Certification is approved with conditions, the City shall ensure that the project documents are modified to comply with the conditions. The City shall provide the modified plans to the SHPO for review. If the SHPO agrees that the modified plans satisfy the Part II conditions, the rehabilitation project will require no further review under this Agreement. The City shall not make any irrevocable commitment regarding project design until Part II Certification has been approved by the NPS.

4. If the City is denied the Part II Certification or is unable to modify the plans to comply with any conditions to certification, the City shall consult with the SHPO and the ACHP to explore prudent and feasible alternatives that in the opinion of the SHPO and the ACHP would meet the Standards. If within 30 days following commencement of such consultation the SHPO and the ACHP determine that the City is unable to develop a project design that is compatible with the Standards, and prior to the alteration of the University High School, the City shall contact the NPS, Western Region, 600 Harrison Street, Suite 600, San Francisco CA 94107-1372, to determine the level and kind of recordation that is required for the property. Unless otherwise agreed to by the NPS,

the City shall ensure that all documentation is completed and accepted by Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) prior to the alteration, and that copies of this documentation are made available to the SHPO, the Oakland Main Library, the Temescal Branch Library, and the Oakland Office of Planning and Building.

5. If demolition of historic elements and features is proposed, the City will ensure that the Oakland Heritage Alliance, the Oakland Museum, and the Office Planning and Building, with advice from the City's Landmarks Board, have the opportunity to select architectural elements for reuse in the undertaking or for curation. The City shall ensure that the items selected are removed in a manner that minimizes damage and are delivered with legal title to the recipients.

6. The City shall ensure that the project design for any new construction is compatible with the historic and architectural qualities of the University High School in terms of scale, massing, color, and materials, and is responsive to the recommended approaches to new construction set for in the Standards, and that the design and specifications for this aspect of the undertaking are developed in consultation with the SHPO and the ACHP and submitted to the SHPO and the ACHP for approval.

7. The City shall ensure that the Martin Luther King, Jr. Plaza is landscaped in accordance with a landscaping plan designed in consultation with and approved by the SHPO and the ACHP to include, but not limited to, extant and proposed parking, streets, driveways, walkways, lighting, plantings, and street furniture.

8. The City shall ensure that if an archeological property is discovered after construction begins, all work that might adversely affect the archeological property will be halted until the City can evaluate and, if necessary, mitigate affects to the new discovery. A person meeting the Secretary of Interior's Professional Qualifications Standards (48 CFR 44738-9) will inspect and evaluate the archeological property, and the City, in consultation with the SHPO, will determine whether that property is eligible for inclusion in the National Register of Historic Places. If the property is determined eligible, then the City will consult with the SHPO to determine an appropriate course of action pursuant to 36 CFR 800.11(b)(2).

9. A committee of community residents including, but not limited to, representatives of the Oakland Heritage Alliance and members of the Citizens' Advisory Committee previously convened to recommend a developed for the project to the Oakland City Council, will be apprised of and asked to comment on the implementation of this Agreement and on issues regarding historic preservation at the Martin Luther King, Jr. Plaza project. This committee includes members who represent a wide range of interests and organizations in the Oakland community in which the undertaking will take place. The committee will be invited to comment at each regularly scheduled Citizens' Advisory Committee meeting and at any meeting convened as needed in order to provide for further participation from the public.

10. The SHPO and the ACHP may monitor activities carried out

pursuant to this Agreement, and the ACHP will review such activities if so requested. The City will cooperate with the ACHP and the SHPO in carrying out their monitoring and review responsibilities.

11. Within 60 days upon completion of the undertaking, defined as the date of the final occupancy permit, the City shall consult with the SHPO to determine if the property has ceased to meet the criteria for listing in the National Register because the qualities which caused it to be originally listed have been lost or destroyed. If in the opinion of the SHPO the criteria no longer apply, the City will proceed with the provisions outlined at 36 CFR 60.15 (Removing properties from the National Register). If in the opinion of the SHPO the criteria for listing in the National Register still apply, the City shall further consult with the SHPO to determine if the boundary description in the National Register nomination form is still valid. If in the opinion of the SHPO boundary alterations should be made, the City will proceed with the provisions outlined at 36 CFR 60.14(a) (Changes and revisions to properties listed in the National Register--Boundary changes) In addition, the City will amend the existing National Register nomination form, as necessary, to take into account any changes in property description and property significance. If the City disagrees with the opinion of the SHPO for purposes of this stipulation, the City shall request a determination from the Secretary of the Interior pursuant to applicable NPS regulations.

12. Failure to carry out the terms of this Agreement requires that the City will notify all parties to this Agreement and again request the comments of the ACHP in accordance with 36 CFR Part 800. If the City does not carry out the terms of this Agreement, the City will not take or sanction any action or make any irreversible commitment that would result in an adverse effect to the historic modification or alternatives to the undertaking.

13. If any of the signatories to this Agreement believes that the terms of the Agreement cannot be carried out, or that an amendment to the terms of the Agreement must be made, that signatory shall immediately notify the other signatories and request consultation to amend this Agreement. The process of amending the Agreement shall be the same as that exercised in creating the original Agreement.

14. Should the SHPO or the ACHP object within 30 days to any comments, actions, or decisions proposed pursuant to this Agreement, the City shall consult with the objecting party to resolve the objection. If the City determines that the objection cannot be resolved, the City shall forward all documentation relevant to the dispute to the ACHP. Within 30 days after receipt of all pertinent documentation, the ACHP will either: a) provide the City with recommendations, which the City will take into account in reaching a final decision regarding the dispute; or b) notify the City that it will comment pursuant to 36 CFR 800.6(b), and proceed to comment. Any ACHP comments provided in response to such request will be taken into account by the City in accordance with 36 CFR 800.6(c) with reference to the subject of the dispute. Any recommendation or comment provided by the ACHP will be understood to pertain only to the subject of the dispute; the City's responsibility to carry out all actions under this

Agreement that are not subjects of the dispute will remain unchanged.

15. At any time during implementation of the measures stipulated in this Agreement, should an objection to any such measure or its manner of implementation be raised by a member of the public, the City shall take the objection into account and immediately notify the other signatories of the objection. The City shall consult as needed with the objecting party, the SHPO, and the ACHP to resolve the objection.

16. Any party to this Agreement may terminate it by providing 30 days notice to the other parties, provided that the parties will consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event of termination, the City will comply with 36 CFR 800.4 through 800.6 with regard to all individual aspects of the undertaking covered by this Agreement.

Execution and implementation of this Agreement evidences that the City has satisfied its Section 106 responsibilities for all individual aspects of the undertaking.

CITY OF OAKLAND

By: _____ Date: _____
Ezra Rapport, Deputy City Manager

CALIFORNIA STATE HISTORIC PRESERVATION OFFICER

By: _____ Date: _____
Cherilyn Widell, State Historic Preservation Officer

IDG ARCHITECTS AND BANER FINANCIAL INTERESTS

By: _____ Date: _____
Jim H. Ishimaru, President, IDG Architects

By: _____ Date: _____
William B. Baner, Chairman and CEO, Baner Financial Interests

ADVISORY COUNCIL ON HISTORIC PRESERVATION

By: _____ Date: _____
Robert Bush, Executive Director

Appendix C
INTERSECTION APPROACH VOLUME PROJECTIONS

■ ■ ■

Fri Apr 9, 1993 15:48:53

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Martin Luther King Traffic Impact Study
DKS Associates
Existing A.M. Peak Hour

Turning Movement Report
AM RATE

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 MLK/Adeline													
Base	294	1394	39	0	1480	252	305	0	198	0	0	0	3962
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	294	1394	39	0	1480	252	305	0	198	0	0	0	3962
#2 MLK/58th													
Base	10	1650	10	3	1616	2	2	3	27	8	8	12	3351
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1650	10	3	1616	2	2	3	27	8	8	12	3351
#3 MLK/Arlington													
Base	10	1670	0	0	1655	2	2	0	20	0	0	0	3359
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1670	0	0	1655	2	2	0	20	0	0	0	3359
#4 MLK/57th													
Base	15	1680	0	0	1675	3	2	0	25	0	0	0	3400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	1680	0	0	1675	3	2	0	25	0	0	0	3400
#5 MLK/Aileen													
Base	15	1621	3	1	1700	3	2	3	21	7	37	75	3488
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	1621	3	1	1700	3	2	3	21	7	37	75	3488
#6 MLK/55th													
Base	119	1632	68	52	1637	35	38	149	301	87	128	36	4282
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	119	1632	68	52	1637	35	38	149	301	87	128	36	4282
#7 MLK/52nd													
Base	31	1723	96	196	2100	9	45	79	50	79	77	227	4712
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	1723	96	196	2100	9	45	79	50	79	77	227	4712
#8 Dover/Aileen													
Base	5	48	2	7	80	7	5	19	10	9	73	12	277
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	48	2	7	80	7	5	19	10	9	73	12	277
#10 Dover/58th													
Base	15	44	5	6	65	26	21	11	25	13	12	8	251
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	44	5	6	65	26	21	11	25	13	12	8	251

Fri Apr 9, 1993 15:48:54

Page 1-2

Martin Luther King Traffic Impact Study
DKS Associates
Existing A.M. Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#11 Shattuck/Alcatraz													
Base	68	376	21	56	355	25	52	331	23	19	490	120	1936
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	68	376	21	56	355	25	52	331	23	19	490	120	1936
#12 Shattuck/55th													
Base	26	394	20	10	413	45	29	62	37	4	75	13	1128
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	394	20	10	413	45	29	62	37	4	75	13	1128

MLKA1AM.CMD Sun Aug 1, 1993 22:39:34 Page 3-1

Martin Luther King Traffic Impact Study
DKS Associates
Alt A.M. Peak Hour

Turning Movement Report
AM RATE

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 MLK/Adeline													
Base	294	1394	39	0	1480	252	305	0	198	0	0	0	3962
Added	0	7	0	0	12	27	34	0	0	0	0	0	80
Total	294	1401	39	0	1492	279	339	0	198	0	0	0	4042
#2 MLK/58th													
Base	10	1650	10	3	1616	2	2	3	27	8	8	12	3351
Added	0	7	0	0	12	0	0	0	0	0	0	0	19
Total	10	1657	10	3	1628	2	2	3	27	8	8	12	3370
#3 MLK/Arlington													
Base	10	1670	0	0	1655	2	2	0	20	0	0	0	3359
Added	0	7	0	0	12	0	0	0	0	0	0	0	19
Total	10	1677	0	0	1667	2	2	0	20	0	0	0	3378
#4 MLK/57th													
Base	15	1680	0	0	1675	3	2	0	25	0	0	0	3400
Added	0	7	0	0	12	0	0	0	0	0	0	0	19
Total	15	1687	0	0	1687	3	2	0	25	0	0	0	3419
#5 MLK/Aileen													
Base	15	1621	3	1	1700	3	2	3	21	7	37	75	3488
Added	0	7	0	0	12	0	0	0	0	0	0	0	19
Total	15	1628	3	1	1712	3	2	3	21	7	37	75	3507
#6 MLK/55th													
Base	119	1632	68	52	1637	35	38	149	301	87	128	36	4282
Added	0	7	0	0	12	0	0	0	0	0	0	0	19
Total	119	1639	68	52	1649	35	38	149	301	87	128	36	4301
#7 MLK/52nd													
Base	31	1723	96	196	2100	9	45	79	50	79	77	227	4712
Added	0	4	69	7	6	0	0	3	0	29	1	3	121
Total	31	1727	165	203	2106	9	45	82	50	108	78	230	4833
#8 Dover/Aileen													
Base	5	48	2	7	80	7	5	19	10	9	73	12	277
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	48	2	7	80	7	5	19	10	9	73	12	277
#10 Dover/58th													
Base	15	44	5	6	65	26	21	11	25	13	12	8	251
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	44	5	6	65	26	21	11	25	13	12	8	251

MLKA1AM.CMD Sun Aug 1, 1993 22:39:34 Page 3-2

Martin Luther King Traffic Impact Study
DKS Associates
Alt A.M. Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#11 Shattuck/Alcatraz													
Base	68	376	21	56	355	25	52	331	23	19	490	120	1936
Added	0	5	0	0	4	0	0	0	0	0	0	0	9
Total	68	381	21	56	359	25	52	331	23	19	490	120	1945
#12 Shattuck/55th													
Base	26	394	20	10	413	45	29	62	37	4	75	13	1128
Added	0	5	0	0	4	0	0	0	0	0	0	0	9
Total	26	399	20	10	417	45	29	62	37	4	75	13	1137

MLKA2AM.CMD

Sun Aug 1, 1993 20:14:00

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Martin Luther King Traffic Impact Study
DKS Associates
Alt 2 A.M. Peak Hour

Turning Movement Report
AM RATE

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 MLK/Adeline													
Base	294	1394	39	0	1480	252	305	0	198	0	0	0	3962
Added	0	10	0	0	15	27	34	0	0	0	0	0	86
Total	294	1404	39	0	1495	279	339	0	198	0	0	0	4048
#2 MLK/58th													
Base	10	1650	10	3	1616	2	2	3	27	8	8	12	3351
Added	0	8	38	1	14	0	0	5	0	37	9	2	113
Total	10	1658	48	4	1630	2	2	8	27	45	17	14	3464
#3 MLK/Arlington													
Base	10	1670	0	0	1655	2	2	0	20	0	0	0	3359
Added	0	22	0	26	25	0	0	0	0	0	0	23	96
Total	10	1692	0	26	1680	2	2	0	20	0	0	23	3455
#4 MLK/57th													
Base	15	1680	0	0	1675	3	2	0	25	0	0	0	3400
Added	0	22	25	0	25	0	0	8	0	23	7	0	110
Total	15	1702	25	0	1700	3	2	8	25	23	7	0	3510
#5 MLK/Aileen													
Base	15	1621	3	1	1700	3	2	3	21	7	37	75	3488
Added	0	43	3	4	43	0	0	0	0	14	2	5	114
Total	15	1664	6	5	1743	3	2	3	21	21	39	80	3602
#6 mlk/55th													
Base	119	1632	68	52	1637	35	38	149	301	87	128	36	4282
Added	0	46	0	0	57	0	0	0	0	0	0	0	103
Total	119	1678	68	52	1694	35	38	149	301	87	128	36	4385
#7 mlk/52nd													
Base	31	1723	96	196	2100	9	45	79	50	79	77	227	4712
Added	0	42	13	8	49	0	0	3	0	6	1	4	127
Total	31	1765	109	204	2149	9	45	82	50	85	78	231	4839
#8 dover/aileen													
Base	5	48	2	7	80	7	5	19	10	9	73	12	277
Added	5	3	0	1	2	0	0	1	5	0	0	1	19
Total	10	51	2	8	82	7	5	20	15	9	73	13	296
#10 dover/58													
Base	15	44	5	6	65	26	21	11	25	13	12	8	251
Added	4	0	0	0	0	8	10	33	3	0	33	0	90
Total	19	44	5	6	65	34	31	44	28	13	45	8	341

MLKA2AM.CMD

Sun Aug 1, 1993 20:14:00

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Martin Luther King Traffic Impact Study
DKS Associates
Alt 2 A.M. Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#11 Shattuck/Alcatraz													
Base	68	376	21	56	355	25	52	331	23	19	490	120	1936
Added	0	16	0	0	18	8	10	0	0	0	0	0	52
Total	68	392	21	56	373	33	62	331	23	19	490	120	1988
#12 Shattuck/55th													
Base	26	394	20	10	413	45	29	62	37	4	75	13	1128
Added	0	4	0	0	4	0	0	0	0	0	0	0	9
Total	26	398	20	10	417	45	29	62	37	4	75	13	1137

MLKA3AM.CMD

Sun Aug 1, 1993 20:32:33

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Martin Luther King Traffic Impact Study
DKS Associates
Alt 3 A.M. Peak Hour

Turning Movement Report
AM RATE

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 MLK/Adeline													
Base	294	1394	39	0	1480	252	305	0	198	0	0	0	3962
Added	0	31	0	0	76	27	34	0	0	0	0	0	169
Total	294	1425	39	0	1556	279	339	0	198	0	0	0	4131
#2 MLK/58th													
Base	10	1650	10	3	1616	2	2	3	27	8	8	12	3351
Added	0	31	17	0	76	0	0	1	0	44	2	0	171
Total	10	1681	27	3	1692	2	2	4	27	52	10	12	3522
#3 MLK/Arlington													
Base	10	1670	0	0	1655	2	2	0	20	0	0	0	3359
Added	0	7	0	106	14	0	0	12	0	0	5	41	185
Total	10	1677	0	106	1669	2	2	12	20	0	5	41	3544
#4 MLK/57th													
Base	15	1680	0	0	1675	3	2	0	25	0	0	0	3400
Added	0	7	170	0	14	0	0	15	0	66	6	0	278
Total	15	1687	170	0	1689	3	2	15	25	66	6	0	3678
#5 MLK/Aileen													
Base	15	1621	3	1	1700	3	2	3	21	7	37	75	3488
Added	0	141	1	14	65	0	0	0	0	3	0	36	261
Total	15	1762	4	15	1765	3	2	3	21	10	37	111	3749
#6 mlk/55th													
Base	119	1632	68	52	1637	35	38	149	301	87	128	36	4282
Added	0	142	0	0	68	0	0	0	0	0	0	0	210
Total	119	1774	68	52	1705	35	38	149	301	87	128	36	4492
#7 mlk/52nd													
Base	31	1723	96	196	2100	9	45	79	50	79	77	227	4712
Added	0	139	13	7	61	0	0	3	0	6	1	3	233
Total	31	1862	109	203	2161	9	45	82	50	85	78	230	4945
#8 dover/aileen													
Base	5	48	2	7	80	7	5	19	10	9	73	12	277
Added	37	0	0	0	0	0	0	0	14	0	0	0	52
Total	42	48	2	7	80	7	5	19	24	9	73	12	329
#10 dover/58													
Base	15	44	5	6	65	26	21	11	25	13	12	8	251
Added	0	0	0	0	0	0	1	18	0	0	44	0	64
Total	15	44	5	6	65	26	22	29	25	13	56	8	315

MLKA3AM.CMD

Sun Aug 1, 1993 20:32:33

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Martin Luther King Traffic Impact Study
DKS Associates
Alt 3 A.M. Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#11 Shattuck/Alcatraz													
Base	68	376	21	56	355	25	52	331	23	19	490	120	1936
Added	0	4	0	0	4	58	23	0	0	0	0	0	89
Total	68	380	21	56	359	83	75	331	23	19	490	120	2025
#12 Shattuck/55th													
Base	26	394	20	10	413	45	29	62	37	4	75	13	1128
Added	0	4	0	0	4	0	0	0	0	0	0	0	7
Total	26	398	20	10	417	45	29	62	37	4	75	13	1135

MLKA4AM.CMD

Sun Aug 1, 1993 21:38:25

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Martin Luther King Traffic Impact Study
DKS Associates
Alt 4 A.M. Peak Hour

Turning Movement Report
AM RATE

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 MLK/Adeline													
Base	294	1394	39	0	1480	252	305	0	198	0	0	0	3962
Added	0	10	0	0	14	27	34	0	0	0	0	0	86
Total	294	1404	39	0	1494	279	339	0	198	0	0	0	4048
#2 MLK/58th													
Base	10	1650	10	3	1616	2	2	3	27	8	8	12	3351
Added	0	8	25	1	13	0	0	3	0	15	6	3	73
Total	10	1658	35	4	1629	2	2	6	27	23	14	15	3424
#3 MLK/Arlington													
Base	10	1670	0	0	1655	2	2	0	20	0	0	0	3359
Added	0	33	0	0	28	0	0	0	0	0	0	0	60
Total	10	1703	0	0	1683	2	2	0	20	0	0	0	3419
#4 MLK/57th													
Base	15	1680	0	0	1675	3	2	0	25	0	0	0	3400
Added	0	24	3	2	26	0	0	1	0	14	5	8	83
Total	15	1704	3	2	1701	3	2	1	25	14	5	8	3483
#5 MLK/Aileen													
Base	15	1621	3	1	1700	3	2	3	21	7	37	75	3488
Added	0	27	1	2	38	0	0	0	0	5	0	0	74
Total	15	1648	4	3	1738	3	2	3	21	12	37	75	3562
#6 MLK/55th													
Base	119	1632	68	52	1637	35	38	149	301	87	128	36	4282
Added	0	28	0	0	44	0	0	1	0	0	5	0	78
Total	119	1660	68	52	1681	35	38	150	301	87	133	36	4360
#7 MLK/52nd													
Base	31	1723	96	196	2100	9	45	79	50	79	77	227	4712
Added	0	23	69	7	33	4	2	4	0	30	3	3	177
Total	31	1746	165	203	2133	13	47	83	50	109	80	230	4889
#8 Dover/Aileen													
Base	5	48	2	7	80	7	5	19	10	9	73	12	277
Added	2	6	0	0	12	2	0	1	10	0	0	0	33
Total	7	54	2	7	92	9	5	20	20	9	73	12	310
#10 Dover/58th													
Base	15	44	5	6	65	26	21	11	25	13	12	8	251
Added	4	3	0	0	1	1	3	25	3	0	15	0	56
Total	19	47	5	6	66	27	24	36	28	13	27	8	307

MLKA4AM.CMD

Sun Aug 1, 1993 21:38:26

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Martin Luther King Traffic Impact Study
DKS Associates
Alt 4 A.M. Peak Hour

Volume Northbound Southbound Eastbound Westbound Total
Type Left Thru Right Left Thru Right Left Thru Right Left Thru Right Volume

#11 Shattuck/Alcatraz													
Base	68	376	21	56	355	25	52	331	23	19	490	120	1936
Added	0	13	0	0	12	1	6	0	0	0	0	0	33
Total	68	389	21	56	367	26	58	331	23	19	490	120	1969
#12 Shattuck/55th													
Base	26	394	20	10	413	45	29	62	37	4	75	13	1128
Added	0	7	0	0	14	0	0	0	0	0	0	0	21
Total	26	401	20	10	427	45	29	62	37	4	75	13	1149

MLKA5pm.NET

Sun Aug 1, 1993 22:11:08

Page 3-1

Martin Luther King Traffic Impact Study
DKS Associates
Alt 5 A.M. Peak Hour

Turning Movement Report
AM RATE

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 MLK/Adeline													
Base	294	1394	39	0	1480	252	305	0	198	0	0	0	3962
Added	0	9	0	0	16	27	34	0	0	0	0	0	86
Total	294	1403	39	0	1496	279	339	0	198	0	0	0	4048
#2 MLK/58th													
Base	10	1650	10	3	1616	2	2	3	27	8	8	12	3351
Added	0	8	21	1	15	0	0	6	0	18	6	1	75
Total	10	1658	31	4	1631	2	2	9	27	26	14	13	3426
#3 MLK/Arlington													
Base	10	1670	0	0	1655	2	2	0	20	0	0	0	3359
Added	0	28	0	0	33	0	0	0	0	0	0	0	61
Total	10	1698	0	0	1688	2	2	0	20	0	0	0	3420
#4 MLK/57th													
Base	15	1680	0	0	1675	3	2	0	25	0	0	0	3400
Added	0	28	0	0	33	0	0	0	0	0	0	0	61
Total	15	1708	0	0	1708	3	2	0	25	0	0	0	3461
#5 MLK/Aileen													
Base	15	1621	3	1	1700	3	2	3	21	7	37	75	3488
Added	0	27	24	2	30	0	0	14	0	12	7	1	117
Total	15	1648	27	3	1730	3	2	17	21	19	44	76	3605
#6 mlk/55th													
Base	119	1632	68	52	1637	35	38	149	301	87	128	36	4282
Added	0	51	0	0	42	0	0	0	0	0	0	0	93
Total	119	1683	68	52	1679	35	38	149	301	87	128	36	4375
#7 mlk/52nd													
Base	31	1723	96	196	2100	9	45	79	50	79	77	227	4712
Added	0	48	13	7	36	0	0	3	0	6	1	3	117
Total	31	1771	109	203	2136	9	45	82	50	85	78	230	4829
#8 dover/aileen													
Base	5	48	2	7	80	7	5	19	10	9	73	12	277
Added	2	3	0	0	3	7	4	5	1	0	11	0	36
Total	7	51	2	7	83	14	9	24	11	9	84	12	313
#10 dover/58													
Base	15	44	5	6	65	26	21	11	25	13	12	8	251
Added	4	0	4	0	0	1	2	13	3	7	16	0	49
Total	19	44	9	6	65	27	23	24	28	20	28	8	300

MLKA5pm.NET

Sun Aug 1, 1993 22:11:08

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Martin Luther King Traffic Impact Study
DKS Associates
Alt 5 A.M. Peak Hour

Volume Northbound Southbound Eastbound Westbound Total
Type Left Thru Right Left Thru Right Left Thru Right Left Thru Right Volume

#11 Shattuck/Alcatraz

Base	68	376	21	56	355	25	52	331	23	19	490	120	1936
Added	0	13	0	0	18	1	2	0	0	0	0	0	33
Total	68	389	21	56	373	26	54	331	23	19	490	120	1969

#12 Shattuck/55th

Base	26	394	20	10	413	45	29	62	37	4	75	13	1128
Added	0	7	0	0	6	0	0	0	0	0	0	0	13
Total	26	401	20	10	419	45	29	62	37	4	75	13	1141

MLKC3AM.CMD

Sun Aug 1, 1993 22:29:18

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Martin Luther King Traffic Impact Study
DKS Associates
Alt. 3 with Cumulative A.M. Peak Hour

Turning Movement Report
AM RATE

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 MLK/Adeline													
Base	294	1394	39	0	1480	252	305	0	198	0	0	0	3962
Added	0	31	0	0	76	27	34	0	0	0	0	0	169
Total	294	1425	39	0	1556	279	339	0	198	0	0	0	4131
#2 MLK/58th													
Base	10	1650	10	3	1616	2	2	3	27	8	8	12	3351
Added	0	31	17	0	76	0	0	1	0	44	2	0	171
Total	10	1681	27	3	1692	2	2	4	27	52	10	12	3522
#3 MLK/Arlington													
Base	10	1670	0	0	1655	2	2	0	20	0	0	0	3359
Added	0	7	0	106	14	0	0	12	0	0	5	41	185
Total	10	1677	0	106	1669	2	2	12	20	0	5	41	3544
#4 MLK/57th													
Base	15	1680	0	0	1675	3	2	0	25	0	0	0	3400
Added	0	7	170	0	14	0	0	15	0	66	6	0	278
Total	15	1687	170	0	1689	3	2	15	25	66	6	0	3678
#5 MLK/Aileen													
Base	15	1621	3	1	1700	3	2	3	21	7	37	75	3488
Added	0	141	1	14	65	0	0	0	0	3	0	36	261
Total	15	1762	4	15	1765	3	2	3	21	10	37	111	3749
#6 mlk/55th													
Base	119	1632	68	52	1637	35	38	149	301	87	128	36	4282
Added	0	142	0	0	68	0	0	0	0	0	0	0	210
Total	119	1774	68	52	1705	35	38	149	301	87	128	36	4492
#7 mlk/52nd													
Base	31	1723	96	196	2100	9	45	79	50	79	77	227	4712
Added	0	139	13	7	61	0	0	3	0	6	1	3	233
Total	31	1862	109	203	2161	9	45	82	50	85	78	230	4945
#8 dover/aileen													
Base	5	48	2	7	80	7	5	19	10	9	73	12	277
Added	37	0	0	0	0	0	0	0	14	0	0	0	52
Total	42	48	2	7	80	7	5	19	24	9	73	12	329
#10 dover/58													
Base	15	44	5	6	65	26	21	11	25	13	12	8	251
Added	0	0	0	0	0	0	1	18	0	0	44	0	64
Total	15	44	5	6	65	26	22	29	25	13	56	8	315

MLKC3AM.CMD

Sun Aug 1, 1993 22:29:18

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Martin Luther King Traffic Impact Study
DKS Associates
Alt. 3 with Cumulative A.M. Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#11 Shattuck/Alcatraz													
Base	68	376	21	56	355	25	52	331	23	19	490	120	1936
Added	0	29	0	0	74	58	23	0	0	0	0	0	184
Total	68	405	21	56	429	83	75	331	23	19	490	120	2120
#12 Shattuck/55th													
Base	26	394	20	10	413	45	29	62	37	4	75	13	1128
Added	0	28	0	0	74	0	0	0	0	0	0	0	102
Total	26	422	20	10	487	45	29	62	37	4	75	13	1230

MLKEXPM.CMD

Fri Apr 9, 1993 16:02:17

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Martin Luther King Traffic Impact Study
DKS Associates
Existing P.M. Peak Hour

Turning Movement Report
PM RATE

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 MLK/Adeline													
Base	166	1784	82	0	1859	257	531	0	414	0	0	0	5093
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	166	1784	82	0	1859	257	531	0	414	0	0	0	5093
#2 MLK/58th													
Base	31	1930	12	7	2230	8	0	25	56	8	5	11	4323
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	1930	12	7	2230	8	0	25	56	8	5	11	4323
#3 MLK/Arlington													
Base	20	1970	0	0	2290	5	2	0	35	0	0	0	4322
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1970	0	0	2290	5	2	0	35	0	0	0	4322
#4 MLK/57th													
Base	35	1990	0	0	2320	7	3	0	60	0	0	0	4415
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	1990	0	0	2320	7	3	0	60	0	0	0	4415
#5 MLK/Aileen													
Base	13	1997	17	44	2384	1	3	8	19	12	21	24	4543
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	1997	17	44	2384	1	3	8	19	12	21	24	4543
#6 MLK/55th													
Base	202	1972	124	70	2319	26	17	190	252	101	162	38	5473
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	202	1972	124	70	2319	26	17	190	252	101	162	38	5473
#7 MLK/52nd													
Base	63	1880	67	326	2205	14	60	126	75	205	170	373	5564
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	63	1880	67	326	2205	14	60	126	75	205	170	373	5564
#8 Dover/Aileen													
Base	37	65	29	35	75	29	27	77	31	25	36	57	523
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	65	29	35	75	29	27	77	31	25	36	57	523
#10 Dover/58th													
Base	17	99	19	11	99	6	15	19	27	21	10	11	354
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	99	19	11	99	6	15	19	27	21	10	11	354

MLKEXPM.CMD

Fri Apr 9, 1993 16:02:19

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Martin Luther King Traffic Impact Study
DKS Associates
Existing P.M. Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#11 Shattuck/Alcatraz													
Base	55	450	30	97	512	42	35	614	147	25	411	112	2530
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	55	450	30	97	512	42	35	614	147	25	411	112	2530
#12 Shattuck/55th													
Base	48	524	44	14	616	49	122	100	44	11	73	12	1657
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	48	524	44	14	616	49	122	100	44	11	73	12	1657

MLKA1PM.CMD

Sun Aug 1, 1993 22:40:44

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Martin Luther King Traffic Impact Study
DKS Associates
Alt 4 P.M. Peak Hour

Turning Movement Report
PM RATE

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 MLK/Adeline													
Base	166	1784	82	0	1859	257	531	0	414	0	0	0	5093
Added	0	11	0	0	6	148	148	0	0	0	0	0	313
Total	166	1795	82	0	1865	405	679	0	414	0	0	0	5406
#2 MLK/58th													
Base	31	1930	12	7	2230	8	0	25	56	8	5	11	4323
Added	0	11	0	0	6	0	0	0	0	0	0	0	17
Total	31	1941	12	7	2236	8	0	25	56	8	5	11	4340
#3 MLK/Arlington													
Base	20	1970	0	0	2290	5	2	0	35	0	0	0	4322
Added	0	11	0	0	6	0	0	0	0	0	0	0	17
Total	20	1981	0	0	2296	5	2	0	35	0	0	0	4339
#4 MLK/57th													
Base	35	1990	0	0	2320	7	3	0	60	0	0	0	4415
Added	0	11	0	0	6	0	0	0	0	0	0	0	17
Total	35	2001	0	0	2326	7	3	0	60	0	0	0	4432
#5 MLK/Aileen													
Base	13	1997	17	44	2384	1	3	8	19	12	21	24	4543
Added	0	11	0	0	6	0	0	0	0	0	0	0	17
Total	13	2008	17	44	2390	1	3	8	19	12	21	24	4560
#6 MLK/55th													
Base	202	1972	124	70	2319	26	17	190	252	101	162	38	5473
Added	0	11	0	0	6	0	0	0	0	0	0	0	17
Total	202	1983	124	70	2325	26	17	190	252	101	162	38	5490
#7 MLK/52nd													
Base	63	1880	67	326	2205	14	60	126	75	205	170	373	5564
Added	0	5	27	3	3	0	0	1	0	62	3	6	110
Total	63	1885	94	329	2208	14	60	127	75	267	173	379	5674
#8 Dover/Aileen													
Base	37	65	29	35	75	29	27	77	31	25	36	57	523
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	65	29	35	75	29	27	77	31	25	36	57	523
#10 Dover/58th													
Base	17	99	19	11	99	6	15	19	27	21	10	11	354
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	99	19	11	99	6	15	19	27	21	10	11	354

MLKA1PM.CMD

Sun Aug 1, 1993 22:40:44

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Martin Luther King Traffic Impact Study
DKS Associates
Alt 4 P.M. Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#11 Shattuck/Alcatraz													
Base	55	450	30	97	512	42	35	614	147	25	411	112	2530
Added	0	5	0	0	3	0	0	0	0	0	0	0	8
Total	55	455	30	97	515	42	35	614	147	25	411	112	2538
#12 Shattuck/55th													
Base	48	524	44	14	616	49	122	100	44	11	73	12	1657
Added	0	5	0	0	3	0	0	0	0	0	0	0	8
Total	48	529	44	14	619	49	122	100	44	11	73	12	1665

MLKA2PM.CMD Sun Aug 1, 1993 22:50:59 Page 3-1

Martin Luther King Traffic Impact Study
DKS Associates
Alt 2 P.M. Peak Hour

Turning Movement Report
PM RATE

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 MLK/Adeline													
Base	166	1784	82	0	1859	257	531	0	414	0	0	0	5093
Added	0	16	0	0	12	148	148	0	0	0	0	0	324
Total	166	1800	82	0	1871	405	679	0	414	0	0	0	5417
#2 MLK/58th													
Base	31	1930	12	7	2230	8	0	25	56	8	5	11	4323
Added	0	15	87	2	10	0	0	9	0	99	7	2	231
Total	31	1945	99	9	2240	8	0	34	56	107	12	13	4554
#3 MLK/Arlington													
Base	20	1970	0	0	2290	5	2	0	35	0	0	0	4322
Added	0	23	0	84	25	0	0	0	0	0	0	79	211
Total	20	1993	0	84	2315	5	2	0	35	0	0	79	4533
#4 MLK/57th													
Base	35	1990	0	0	2320	7	3	0	60	0	0	0	4415
Added	0	23	82	0	25	0	0	25	0	77	23	0	255
Total	35	2013	82	0	2345	7	3	25	60	77	23	0	4670
#5 MLK/Aileen													
Base	13	1997	17	44	2384	1	3	8	19	12	21	24	4543
Added	0	90	14	14	87	0	0	2	0	7	1	15	230
Total	13	2087	31	58	2471	1	3	10	19	19	22	39	4773
#6 mlk/55th													
Base	202	1972	124	70	2319	26	17	190	252	101	162	38	5473
Added	0	104	0	0	94	0	0	0	0	0	0	0	198
Total	202	2076	124	70	2413	26	17	190	252	101	162	38	5671
#7 mlk/52nd													
Base	63	1880	67	326	2205	14	60	126	75	205	170	373	5564
Added	0	94	5	6	88	0	0	1	0	12	3	10	220
Total	63	1974	72	332	2293	14	60	127	75	217	173	383	5784
#8 dover/aileen													
Base	37	65	29	35	75	29	27	77	31	25	36	57	523
Added	16	2	0	1	4	0	0	1	15	0	1	1	41
Total	53	67	29	36	79	29	27	78	46	25	37	58	564
#10 dover/58													
Base	17	99	19	11	99	6	15	19	27	21	10	11	354
Added	3	0	0	0	0	10	11	86	5	0	91	0	204
Total	20	99	19	11	99	16	26	105	32	21	101	11	558

MLKA2PM.CMD Sun Aug 1, 1993 22:50:59 Page 3-2

Martin Luther King Traffic Impact Study
DKS Associates
Alt 2 P.M. Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#11 Shattuck/Alcatraz													
Base	55	450	30	97	512	42	35	614	147	25	411	112	2530
Added	0	47	0	0	48	10	11	0	0	0	0	0	115
Total	55	497	30	97	560	52	46	614	147	25	411	112	2645
#12 Shattuck/55th													
Base	48	524	44	14	616	49	122	100	44	11	73	12	1657
Added	0	4	0	0	3	0	0	0	0	0	0	0	8
Total	48	528	44	14	619	49	122	100	44	11	73	12	1665

MLKA3PM.CMD Sun Aug 1, 1993 20:34:58 Page 3-1

Martin Luther King Traffic Impact Study
DKS Associates
Alt 3 P.M. Peak Hour

Turning Movement Report
PM RATE

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 MLK/Adeline													
Base	166	1784	82	0	1859	257	531	0	414	0	0	0	5093
Added	0	100	0	0	55	148	148	0	0	0	0	0	451
Total	166	1884	82	0	1914	405	679	0	414	0	0	0	5544
#2 MLK/58th													
Base	31	1930	12	7	2230	8	0	25	56	8	5	11	4323
Added	0	99	78	1	53	0	0	5	0	45	3	1	286
Total	31	2029	90	8	2283	8	0	30	56	53	8	12	4609
#3 MLK/Arlington													
Base	20	1970	0	0	2290	5	2	0	35	0	0	0	4322
Added	0	31	0	79	19	0	0	9	0	0	17	147	301
Total	20	2001	0	79	2309	5	2	9	35	0	17	147	4623
#4 MLK/57th													
Base	35	1990	0	0	2320	7	3	0	60	0	0	0	4415
Added	0	31	127	0	19	0	0	11	0	235	21	0	444
Total	35	2021	127	0	2339	7	3	11	60	235	21	0	4859
#5 MLK/Aileen													
Base	13	1997	17	44	2384	1	3	8	19	12	21	24	4543
Added	0	130	3	50	203	0	0	0	0	2	0	27	417
Total	13	2127	20	94	2587	1	3	8	19	14	21	51	4960
#6 mlk/55th													
Base	202	1972	124	70	2319	26	17	190	252	101	162	38	5473
Added	0	134	0	0	205	0	0	0	0	0	0	0	338
Total	202	2106	124	70	2524	26	17	190	252	101	162	38	5811
#7 mlk/52nd													
Base	63	1880	67	326	2205	14	60	126	75	205	170	373	5564
Added	0	128	5	3	202	0	0	1	0	12	3	6	360
Total	63	2008	72	329	2407	14	60	127	75	217	173	379	5924
#8 dover/aileen													
Base	37	65	29	35	75	29	27	77	31	25	36	57	523
Added	27	5	0	0	3	0	0	0	51	0	0	0	87
Total	64	70	29	35	78	29	27	77	82	25	36	57	610
#10 dover/58													
Base	17	99	19	11	99	6	15	19	27	21	10	11	354
Added	5	0	0	0	0	1	0	69	3	0	48	0	127
Total	22	99	19	11	99	7	15	88	30	21	58	11	481

MLKA3PM.CMD Sun Aug 1, 1993 20:34:58 Page 3-2

Martin Luther King Traffic Impact Study
DKS Associates
Alt 3 P.M. Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#11 Shattuck/Alcatraz													
Base	55	450	30	97	512	42	35	614	147	25	411	112	2530
Added	0	9	0	0	11	44	80	0	0	0	0	0	144
Total	55	459	30	97	523	86	115	614	147	25	411	112	2674
#12 Shattuck/55th													
Base	48	524	44	14	616	49	122	100	44	11	73	12	1657
Added	0	4	0	0	2	0	0	0	0	0	0	0	6
Total	48	528	44	14	618	49	122	100	44	11	73	12	1663

MLKA4PM.CMD

Sun Aug 1, 1993 21:40:33

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Martin Luther King Traffic Impact Study
DKS Associates
Alt 4 P.M. Peak Hour

Turning Movement Report
PM RATE

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 MLK/Adeline													
Base	166	1784	82	0	1859	257	531	0	414	0	0	0	5093
Added	0	14	0	0	10	148	148	0	0	0	0	0	319
Total	166	1798	82	0	1869	405	679	0	414	0	0	0	5412
#2 MLK/58th													
Base	31	1930	12	7	2230	8	0	25	56	8	5	11	4323
Added	0	12	17	3	7	0	0	6	0	28	4	2	79
Total	31	1942	29	10	2237	8	0	31	56	36	9	13	4402
#3 MLK/Arlington													
Base	20	1970	0	0	2290	5	2	0	35	0	0	0	4322
Added	0	29	0	0	35	0	0	0	0	0	0	0	64
Total	20	1999	0	0	2325	5	2	0	35	0	0	0	4386
#4 MLK/57th													
Base	35	1990	0	0	2320	7	3	0	60	0	0	0	4415
Added	0	25	14	9	26	0	0	5	0	7	2	4	93
Total	35	2015	14	9	2346	7	3	5	60	7	2	4	4508
#5 MLK/Aileen													
Base	13	1997	17	44	2384	1	3	8	19	12	21	24	4543
Added	0	38	6	1	32	0	0	0	0	3	0	2	81
Total	13	2035	23	45	2416	1	3	8	19	15	21	26	4624
#6 MLK/55th													
Base	202	1972	124	70	2319	26	17	190	252	101	162	38	5473
Added	0	43	0	0	35	0	0	5	0	0	3	0	86
Total	202	2015	124	70	2354	26	17	195	252	101	165	38	5559
#7 MLK/52nd													
Base	63	1880	67	326	2205	14	60	126	75	205	170	373	5564
Added	0	34	28	3	29	3	4	3	0	63	4	6	175
Total	63	1914	95	329	2234	17	64	129	75	268	174	379	5739
#8 Dover/Aileen													
Base	37	65	29	35	75	29	27	77	31	25	36	57	523
Added	10	12	0	0	9	1	2	0	5	0	1	0	41
Total	47	77	29	35	84	30	29	77	36	25	37	57	564
#10 Dover/58th													
Base	17	99	19	11	99	6	15	19	27	21	10	11	354
Added	3	2	0	0	4	3	1	22	5	0	26	0	66
Total	20	101	19	11	103	9	16	41	32	21	36	11	420

MLKA4PM.CMD

Sun Aug 1, 1993 21:40:33

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Martin Luther King Traffic Impact Study
DKS Associates
Alt 4 P.M. Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#11 Shattuck/Alcatraz													
Base	55	450	30	97	512	42	35	614	147	25	411	112	2530
Added	0	14	0	0	12	7	3	0	0	0	0	0	36
Total	55	464	30	97	524	49	38	614	147	25	411	112	2566
#12 Shattuck/55th													
Base	48	524	44	14	616	49	122	100	44	11	73	12	1657
Added	0	14	0	0	8	0	0	0	0	0	0	0	22
Total	48	538	44	14	624	49	122	100	44	11	73	12	1679

MLKA5PM.CMD

Sun Aug 1, 1993 22:14:07

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Martin Luther King Traffic Impact Study
DKS Associates
Alt 5 P.M. Peak Hour

Turning Movement Report
PM RATE

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 MLK/Adeline													
Base	166	1784	82	0	1859	257	531	0	414	0	0	0	5093
Added	0	14	0	0	8	148	148	0	0	0	0	0	318
Total	166	1798	82	0	1867	405	679	0	414	0	0	0	5411
#2 MLK/58th													
Base	31	1930	12	7	2230	8	0	25	56	8	5	11	4323
Added	0	12	19	1	7	0	0	6	0	26	8	2	80
Total	31	1942	31	8	2237	8	0	31	56	34	13	13	4403
#3 MLK/Arlington													
Base	20	1970	0	0	2290	5	2	0	35	0	0	0	4322
Added	0	31	0	0	33	0	0	0	0	0	0	0	64
Total	20	2001	0	0	2323	5	2	0	35	0	0	0	4386
#4 MLK/57th													
Base	35	1990	0	0	2320	7	3	0	60	0	0	0	4415
Added	0	31	0	0	33	0	0	0	0	0	0	0	64
Total	35	2021	0	0	2353	7	3	0	60	0	0	0	4479
#5 MLK/Aileen													
Base	13	1997	17	44	2384	1	3	8	19	12	21	24	4543
Added	0	30	12	1	32	0	0	7	0	10	6	1	99
Total	13	2027	29	45	2416	1	3	15	19	22	27	25	4642
#6 mlk/55th													
Base	202	1972	124	70	2319	26	17	190	252	101	162	38	5473
Added	0	42	0	0	42	0	0	0	0	0	0	0	84
Total	202	2014	124	70	2361	26	17	190	252	101	162	38	5557
#7 mlk/52nd													
Base	63	1880	67	326	2205	14	60	126	75	205	170	373	5564
Added	0	36	5	3	40	0	0	1	0	12	3	6	105
Total	63	1916	72	329	2245	14	60	127	75	217	173	379	5669
#8 dover/aileen													
Base	37	65	29	35	75	29	27	77	31	25	36	57	523
Added	1	3	0	0	4	4	3	5	1	0	5	0	26
Total	38	68	29	35	79	33	30	82	32	25	41	57	549
#10 dover/58													
Base	17	99	19	11	99	6	15	19	27	21	10	11	354
Added	3	0	3	0	0	2	2	19	5	4	13	0	51
Total	20	99	22	11	99	8	17	38	32	25	23	11	405

MLKA5PM.CMD

Sun Aug 1, 1993 22:14:08

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Martin Luther King Traffic Impact Study
DKS Associates
Alt 5 P.M. Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#11 Shattuck/Alcatraz													
Base	55	450	30	97	512	42	35	614	147	25	411	112	2530
Added	0	15	0	0	12	2	2	0	0	0	0	0	31
Total	55	465	30	97	524	44	37	614	147	25	411	112	2561
#12 Shattuck/55th													
Base	48	524	44	14	616	49	122	100	44	11	73	12	1657
Added	0	6	0	0	6	0	0	0	0	0	0	0	12
Total	48	530	44	14	622	49	122	100	44	11	73	12	1669

MLKC3PM.CMD Sun Aug 1, 1993 22:33:28 Page 3-1

Martin Luther King Traffic Impact Study
DKS Associates
Alt. 3 with Cumulative P.M. Peak Hour

Turning Movement Report
PM RATE

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 MLK/Adeline													
Base	166	1784	82	0	1859	257	531	0	414	0	0	0	5093
Added	0	100	0	0	55	148	148	0	0	0	0	0	451
Total	166	1884	82	0	1914	405	679	0	414	0	0	0	5544
#2 MLK/58th													
Base	31	1930	12	7	2230	8	0	25	56	8	5	11	4323
Added	0	99	78	1	53	0	0	5	0	45	3	1	286
Total	31	2029	90	8	2283	8	0	30	56	53	8	12	4609
#3 MLK/Arlington													
Base	20	1970	0	0	2290	5	2	0	35	0	0	0	4322
Added	0	31	0	79	19	0	0	9	0	0	17	147	301
Total	20	2001	0	79	2309	5	2	9	35	0	17	147	4623
#4 MLK/57th													
Base	35	1990	0	0	2320	7	3	0	60	0	0	0	4415
Added	0	31	127	0	19	0	0	11	0	235	21	0	444
Total	35	2021	127	0	2339	7	3	11	60	235	21	0	4859
#5 MLK/Aileen													
Base	13	1997	17	44	2384	1	3	8	19	12	21	24	4543
Added	0	130	3	50	203	0	0	0	0	2	0	27	417
Total	13	2127	20	94	2587	1	3	8	19	14	21	51	4960
#6 mlk/55th													
Base	202	1972	124	70	2319	26	17	190	252	101	162	38	5473
Added	0	134	0	0	205	0	0	0	0	0	0	0	338
Total	202	2106	124	70	2524	26	17	190	252	101	162	38	5811
#7 mlk/52nd													
Base	63	1880	67	326	2205	14	60	126	75	205	170	373	5564
Added	0	128	5	3	202	0	0	1	0	12	3	6	360
Total	63	2008	72	329	2407	14	60	127	75	217	173	379	5924
#8 dover/aileen													
Base	37	65	29	35	75	29	27	77	31	25	36	57	523
Added	27	5	0	0	3	0	0	0	51	0	0	0	87
Total	64	70	29	35	78	29	27	77	82	25	36	57	610
#10 dover/58													
Base	17	99	19	11	99	6	15	19	27	21	10	11	354
Added	5	0	0	0	0	1	0	69	3	0	48	0	127
Total	22	99	19	11	99	7	15	88	30	21	58	11	481

MLKC3PM.CMD Sun Aug 1, 1993 22:33:28 Page 3-2

Martin Luther King Traffic Impact Study
DKS Associates
Alt. 3 with Cumulative P.M. Peak Hour

Volume Northbound Southbound Eastbound Westbound Total
Type Left Thru Right Left Thru Right Left Thru Right Left Thru Right Volume

#11 Shattuck/Alcatraz													
Base	55	450	30	97	512	42	35	614	147	25	411	112	2530
Added	0	92	0	0	46	44	80	0	0	0	0	0	262
Total	55	542	30	97	558	86	115	614	147	25	411	112	2792
#12 Shattuck/55th													
Base	48	524	44	14	616	49	122	100	44	11	73	12	1657
Added	0	86	0	0	38	0	0	0	0	0	0	0	124
Total	48	610	44	14	654	49	122	100	44	11	73	12	1781

Appendix D
LETTER FROM THE STATE OFFICE
OF HISTORIC PRESERVATION REGARDING
THE AREA OF POTENTIAL EFFECT

■ ■ ■

received
11/3/93

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO 94296-0001
(916) 653-8624
FAX: (916) 653-9824



October 25, 1993

REPLY TO: HUD910715A

Anu Raud
Environmental Review Coordinator
City of Oakland
Planning Department
One City Hall Plaza
OAKLAND CA 94612

Dear Ms. Raud:

RE: DEVELOPMENT OF MARTIN LUTHER KING, JR. PLAZA

Thank you for forwarding the draft Environmental Impact Report/Environmental Impact Statement for the above referenced undertaking.

I have reviewed the area of potential effects defined by the City for this undertaking, and I have no objections to the boundary shown in Figure 35. This APE includes 98 legal parcels adjacent to or across the street from the project site. I concur with your conclusion that University High School, a property listed in the National Register of Historic Places under criteria A and C at the state level of significance, is the only historic property within the APE that is part of the built environment. No reference was made in the document to the potential, if any, for the presence of subsurface archeological properties at the project site. If you have not done so already, I recommend that you contact the Northwest Information Center at Sonoma State University and request a copy of an archeological site records search for the site. This report will tell you if any archeological properties have been previously identified at this location or nearby, and if the environmental setting of the project site makes it archeologically sensitive. This information will be needed for your Section 106 consultation.

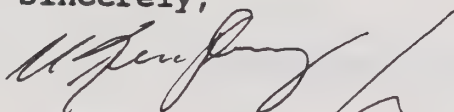
My staff is preparing a draft programmatic agreement for this undertaking as they discussed with you at your last meeting here in our office. When that is drafted I will forward a copy to you for your review.

I look forward to continuing to work with you as you develop plans

Ms. Raud
October 25, 1993
Page Two

for this project. If you have further comments or questions,
please feel free to contact Lucinda Woodward of my staff at (916)
653-9116.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Steade R. Craig', with a long, sweeping horizontal stroke extending to the right.

Steade R. Craig, AIA, Acting
State Historic Preservation Officer

Appendix E
OAKLAND LANDMARKS BOARD EVALUATION

■ ■ ■

City of Oakland -- Landmarks Preservation Advisory Board
EVALUATION SHEET FOR LANDMARK ELIGIBILITY

Address 5714 Martin Luther King, Jr. WayName University High School (Historic name)

A. ARCHITECTURE

- | | | | | | |
|---------------------|---|---|----|---|----|
| 1. Exterior/Design | <u>Auditorium tower; study courts.</u> | E | VG | G | FP |
| 2. Interior | <u>Auditorium - paneled ceiling</u> | E | VG | G | FP |
| 3. Construction | <u>Concrete w/stucco surfaces & tile roof</u> | E | VG | G | FP |
| 4. Designer/Builder | <u>C.W. Dickey (architect)</u> | E | VG | G | FP |
| 5. Style/Type | <u>Spanish Colonial Revival; one of Oakland's two surviving early 20th century high school complexes.</u> | E | VG | G | FP |

B. HISTORY

- | | | | | | |
|------------------------|--|---|----|---|----|
| 6. Person/Organization | <u>University High School (tertiary importance, intimately connected); Huey Newton, Bobby Seale.</u> | E | VG | G | FP |
| 7. Event | <u>Major role in development of early 20th century education in Oakland (T-IC); associated with the founding of the Black Panther Party, Chicano muralist movement, and ethnic studies programs.</u> | E | VG | G | FP |
| 8. Patterns | <u>1920's - in the 1960's and early 1970's.</u> | E | VG | G | FP |
| 9. Age | <u>On original site</u> | E | VG | G | FP |
| 10. Site | | | | | |

C. CONTEXT

- | | | | | | |
|-----------------|--|---|----|---|----|
| 11. Continuity | <u>Not located in Area of Primary or Secondary Importance.</u> | E | VG | G | FP |
| 12. Familiarity | <u>Among the most prominent properties in North Oakland.</u> | E | VG | G | FP |

D. INTEGRITY

- | | | | | | |
|--------------------------|--|---|----|---|----|
| 13. Condition | <u>Vacant for over 10 years; broken & missing windows and general exterior neglect; considerable water damage to portions of interior.</u> | E | VG | G | FP |
| 14. Exterior Alterations | <u>Minor or none except for boarded up windows.</u> | E | VG | G | FP |

Evaluated by C. Buckley Date 3/6/90

STATUS

Rating: ACity Landmark Eligibility: ☒ Eligible☐ Not eligibleNational Register Status: ☐ Listed☐ In process☐ Determined eligible☐ Appears eligible☐ Appears ineligibleSite of Opportunity ☐

This evaluation sheet was accepted by the Landmarks Preservation Advisory Board at its meeting of 10/8/90 (Date)

Attest: Melanie K. Preiner

(Secretary)

PRELIMINARY DRAFTCity of Oakland — Landmarks Preservation Advisory Board
EVALUATION TALLY SHEET FOR LANDMARK ELIGIBILITYAddress 5714 Martin Luther King Jr. Way

Name _____

12	(3)	3	0	1. Exterior/Design		
6	3	(2)	0	2. Interior		
5	3	(2)	0	3. Construction		
(4)	2	1	0	4. Designer/Builder		
6	(3)	2	0	5. Style/Type		
A. ARCHITECTURE TOTAL					17	(max. 26)
30	15	(8)	0	6. Person/Organization		
30	15	8	(0)	7. Event		
18	(9)	5	0	8. Patterns		
8	4	(2)	0	9. Age		
(4)	2	1	0	10. Site		
B. HISTORY TOTAL					23	(max. 50)
4	2	1	(0)	11. Continuity		
14	7	(4)	0	12. Familiarity		
C. CONTEXT TOTAL					4	(max. 14)
PRELIMINARY TOTAL (Sum of A, B and C)					44	(max. 100)
-0	-3%	-5%	(-10%)	13. Condition (From A, B and C total)	-4	
(-0)	-25%	-50%	-75%	14. Exterior Alterations (From A, B and C total excluding 2)	0	
D. INTEGRITY					-4	
ADJUSTED TOTAL (Preliminary total minus Integrity)					40	

STATUS/RATING

Present Rating (Adjusted Total): ☒ A(35+) ☐ B(23-34) ☐ C(11-22) ☐ D(0-10)Contingency Rating (Preliminary Total): ☒ A(35+) ☐ B(23-34) ☐ C(11-22) ☐ D(0-10)City Landmark Eligibility: ☒ Eligible (Present Rating is A or B)☐ Not eligible

Appendix F
LETTER FROM ARCHAEOLOGICAL INVENTORY

■ ■ ■

California
Archaeological
Inventory



ALAMEDA
COLUSA
CONTRA COSTA
DEL NORTE
HUMBOLDT
LAKE

MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO

SAN MATEO
SANTA CLARA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Department of Anthropology
Sonoma State University
Rohnert Park, California 94928
(707) 864-2484

7 July 1989

File No: 89271

Hisashi B. Sugaya
Architectural Resources Group
Pier 9, The Embarcadero
San Francisco, California 94111

re: Proposed Martin Luther King, Jr. Community Plaza Project, City of Oakland,
Alameda County, California.

Mr. Sugaya:

The proposed project area contains no recorded prehistoric or historic archaeological sites listed with the California Archaeological Inventory. The National Register of Historic Places, the California Inventory of Historic Resources, California Historical Landmarks, the California Ethnic Site Survey, and the Point of Historical Interest Log list no cultural resources within the project area. This office has no record of an archaeological study of the project area and there is a possibility of historic cultural resources.

In this area of Alameda County, prehistoric archaeological sites are generally located along former or existing watercourses and/or along the edge of former or existing marshes or bayshore. The proposed project area is not within such an environmental setting and there is a low possibility of prehistoric cultural resources at this location. However, an 1878 atlas map depicts what is currently the project area as being within a well-developed portion of the City of Oakland (Thompson & West 1878:101 and 108). The northern and eastern portions of this city block had been subdivided suggesting that development was either anticipated or underway as early as 1878. The possibility of historic archaeological resources associated with early activity in this area can therefore not be discounted. Also, the project area is currently occupied by Merritt College which is believed to date to the early 1920s. While this office has no record of Merritt College as an historic resource, you mentioned, in our phone conversation of 6 July 1989, that Merritt College and associated buildings had been determined to be eligible for inclusion on the National Register of Historic Places. There is therefore a strong possibility of historic architectural resources.

Since there is the possibility of historic cultural resources, archival and field study of the project area is recommended to identify cultural resources which should not be adversely affected. Also, it is recommended that Merritt College and any associated buildings be examined by an architectural historian, prior to commencement of project activities, to determine their historic value. Identified cultural resources should be recorded on forms DPR 422 (archaeological sites) and/or DPR 523 (historic resources) or similar forms acceptable to the State of California Office of Historic Preservation.

Thank you for using our services. If you have any questions, please do not hesitate to contact us.

Sincerely,

Brian P. Terhorst
Researcher II

U.C. BERKELEY LIBRARIES



C124920490

